

4903271

tarmac rally - race

Citroën XU10J4RS 167hp

I-4cyl 2.0L 16v DOHC (DTH/DTH)



intake

exhaust

camshaft data:

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 285°	277°
duration @ 1.0mm	: 252°	244°
valve lift	: 13.25mm	12.75mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 52°	48° / 16°
valve lift @ TDC	: 3.90mm	3.35mm

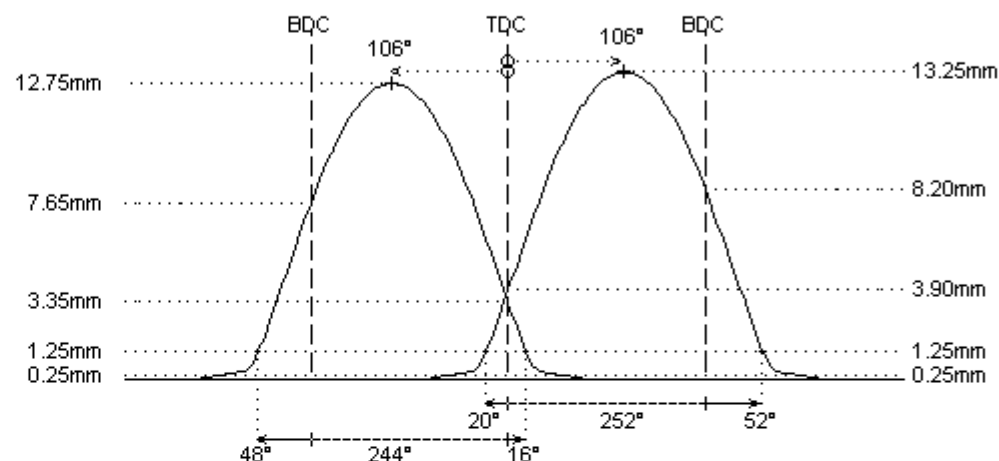
parts setup:

cam wheels :	: CTPE003	: CTRE003
follower	: CC004	: CC004
valve lash	: TS102	: TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99317/s	: 99317/s
lower retainer	: remove	: remove
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009

fitted load / length	: 34kg @ 34.0mm	: 36kg @ 33.5mm
max. load / lift	: 103kg @ 14.0mm	: 103kg @ 13.5mm

REMARKS :

Inlet Valves:
9249001 d6.00 // D34.1 // L106.4
Exhaust Valves:
 9249002 d6.00 // D30.8 // L105.4



REMARKS :

- # - cast iron camshafts
- groove on exhaust camshaft
- # springs and retainers for 6mm valve stem ONLY
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors