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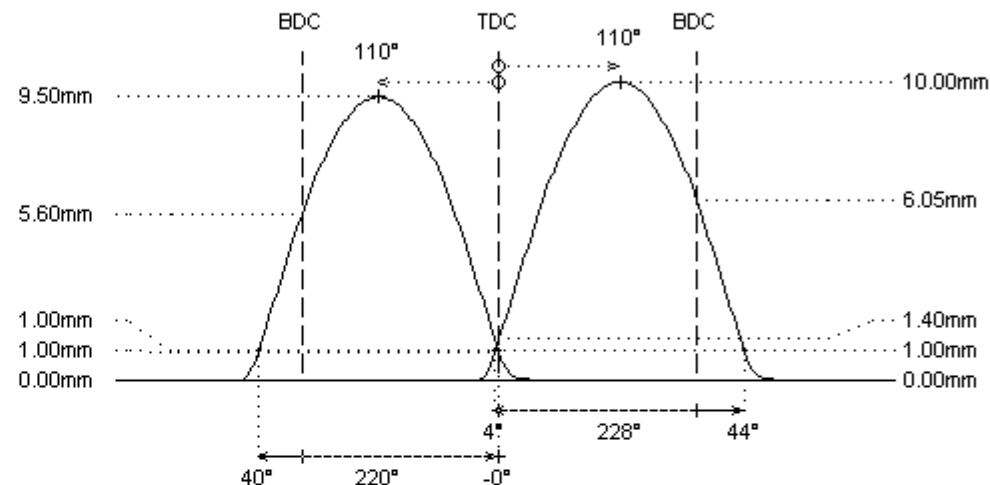
hot street - dirt track

Citroën EW10A 140hp / 200Nm / VVT in

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



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 256°	248°
duration @ 1.0mm	: 228°	220°
valve lift	: 10.00mm	9.50mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 4° / 44°	40° / -0°
valve lift @ TDC	: 1.40mm	1.00mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	:
fitted load / length	: 23kg @ 36.5mm	: 23kg @ 36.5mm
max. load / lift	: 52kg @ 10.0mm	: 52kg @ 10.0mm

REMARKS :**REMARKS :**

- # The exact valve timing data of the original camshafts are not known. Valve timing data are illustrated on estimated peak angle of 110°. The actual valve timing in the engine may be different, as well as the indicated lift at TDC.
- # machining of cylinder head required
- # Valve lift and timing data are illustrated on a locked centerline. The VANOS system changes the centerlines and therefore the timing data and lift on TDC.
 - The centerline and TDC data should not be used when installing the camshaft with full cam intake retard (disengaged VANOS system)!!! WRONG INSTALLATION WILL CAUSE THE VALVES TO HIT THE PISTONS!!!
 - We insist to install the VANOS camshaft(s) in such way that the distance between valves and piston is at least 1mm at full advance of the intake (or full retard at the exhaust)
- # ECU reprogramming required