

4900672

tarmac rally - race

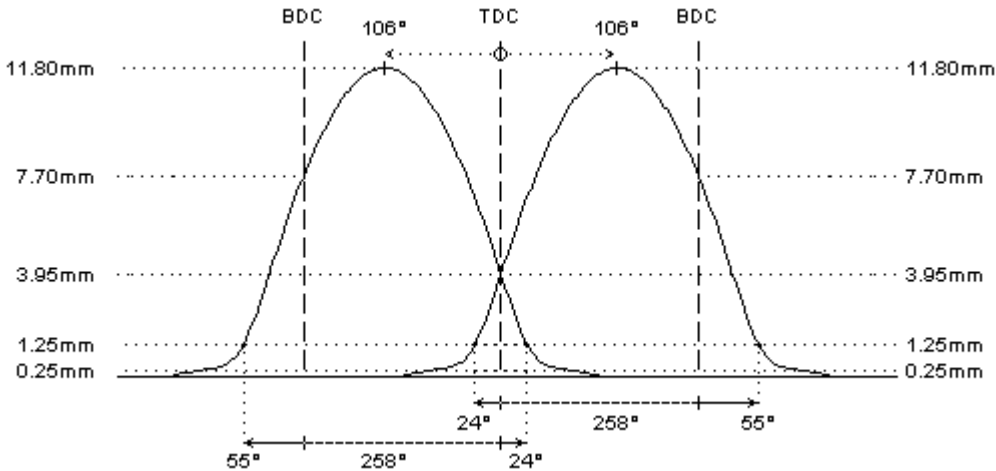
Citroën TU3FJ2 106 XSi, AX GTi
I-4cyl 1.4L 8v SOHC (RP/RP)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 304°	304°
duration @ 1.0mm	: 259°	259°
valve lift	: 11.80mm	11.80mm
cam lift	: 7.60mm	7.60mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 55°	55° / 24°
valve lift @ TDC	: 3.95mm	3.95mm
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	: 99316	: 99316
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S10011	: PAC-S10011
interior spring		
fitted load / length	: 35kg @ 38.0mm	: 35kg @ 38.0mm
max. load / lift	: 100kg @ 13.0mm	: 100kg @ 13.0mm

REMARKS :

# Inlet Valves:	#
9249008 d7.00 // D39.4 // L111.7	#
Exhaust Valves:	#
9249009 d7.00 // D31.3 // L111.5	



REMARKS :

- # - bearing diameters: 44.12 - 43.62 - 43.12 - 42.62 - 36.92mm (big bearings)
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafs 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 carburettors