

# 4900673

tarmac rally - race

Citroën TU3FJ2 106 XSi, AX GTi

I-4cyl 1.4L 8v SOHC (RP/RP)



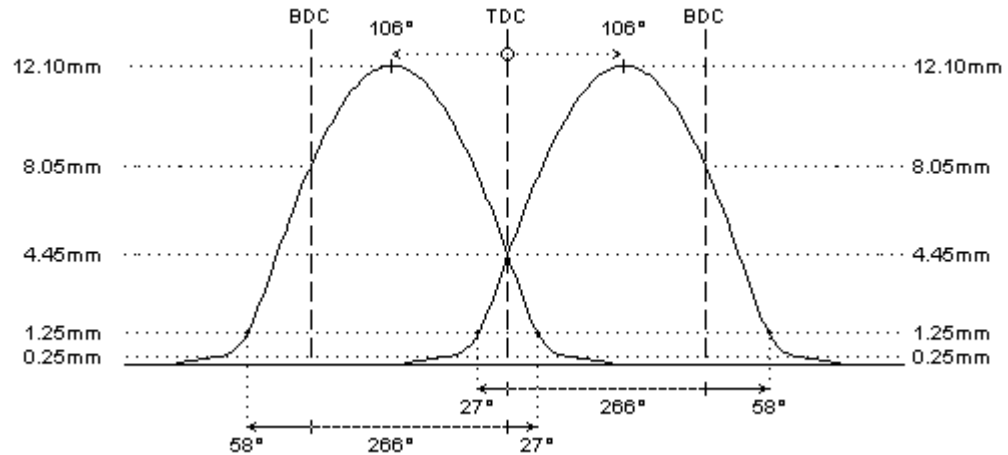
**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 310°	310°
duration @ 1.0mm	: 266°	266°
valve lift	: 12.10mm	12.10mm
cam lift	: 7.85mm	7.85mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 28° / 58°	58° / 28°
valve lift @ TDC	: 4.45mm	4.45mm

**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	: <b>99316</b>	: <b>99316</b>
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: <b>PAC-S10011</b>	: <b>PAC-S10011</b>
interior spring	:	:
fitted load / length	: 35kg @ 38.0mm	: 35kg @ 38.0mm
max. load / lift	: 100kg @ 13.0mm	: 100kg @ 13.0mm



**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 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 carburettors

**REMARKS :**

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