4901552

tarmac rally - race

Citroën XU9J4 (D6C) 158hp

I-4cyl 1.9L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	290°
duration @ 1.0mm	: 260°	252°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 56°	52° / 20°
valve lift @ TDC	: 4.30mm	3.75mm
parts setup:		
cam wheels :	: **CTPE007**	: **CTPE007**
follower	: **CC003**	: **CC003**
valve lash	: **TS102**	: **TS102**
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: **99333**	: **99333**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S10011**	: **PAC-S10011**
interior spring		
fitted load / length	: 40kg @ 37.0mm	: 40kg @ 37.0mm
max. load / lift	: 105kg @ 13.0mm	: 105kg @ 13.0mm

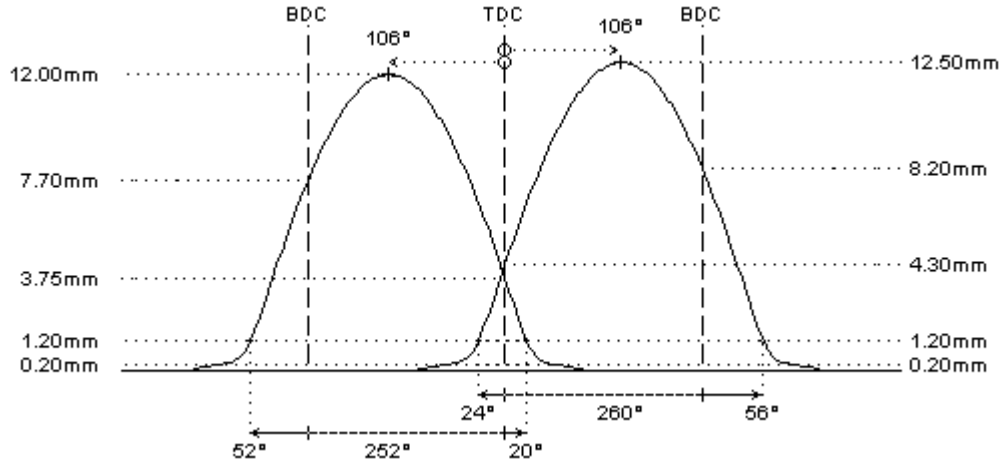
REMARKS :

Inlet Valves:

9249012 d7.00 // D34.6 // L106.4 #

Exhaust Valves: #

9249013 d7.00 // D29.6 // L105.7 #



REMARKS :

- steel billet camshafts

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

valve clearance is to be adjusted using mechanical lash caps. these can have different shapes according the application:
- plates available in different diameters and thickness
- cups for different valve stem diameters. these center on either tappet or valve stem
- other specific shapes available on request

machining of cylinder head required at camlobes

ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors