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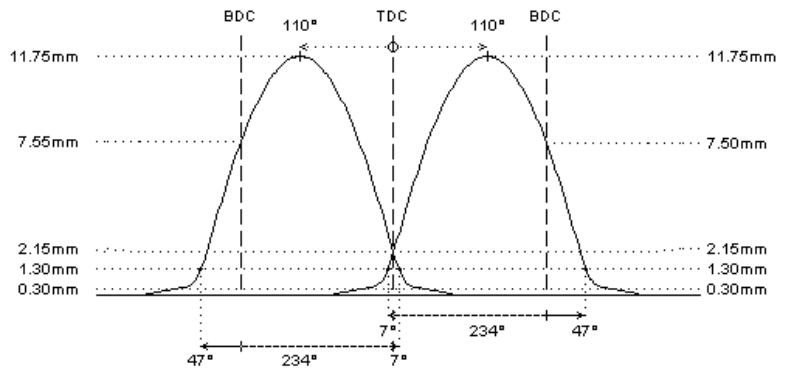
sport

Citroën XU9J2 (D6A) 105mm valves
I-4cyl 1.9L 8v SOHC (DT/DT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 268°	268°
duration @ 1.0mm	: 234°	234°
valve lift	: 11.75mm	11.75mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 7° / 47°	47° / 7°
valve lift @ TDC	: 2.15mm	2.15mm
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	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :



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without fuel pump lobe

WHEN USING THE STD VALVE SPRINGS, it is required to check the individual coil bind lengths. In most engines, these camshafts will work with the original valve springs. However, the coil bind lengths of individual valve springs show differences up to 1mm, so in some engines the maximum valve lift may be critical. Moreover, different valves and valve springs setups have been used.