

# Peugeot Citroen EW10J4 Road and Race Camshafts by Cat Cams



**Brand:** Cat Cams

**Product Code:** CAT4901601

**Availability:** 7 Days

**Weight:** 3.00kg

**Dimensions:** 50.00cm x 10.00cm x  
10.00cm

**Price: \$1,050.50**

## Short Description

This is the engine most commonly found in the Peugeot 206 GTI.

## Description

These are brand new cast iron camshafts with the sync trigger mounted on the exhaust cam. New 'Sport' profiles designed for everyday fast road use as well as turbo conversion cams and serious race cams for competition engines.

- New "Race" profiles for serious competition engines
- Mild increase in lift and duration, retains factory idle quality
- CNC ground from top quality chilled castings
- Directly compatible with original Peugeot hydraulic followers

## Technical Data

**4901601**

sport

Citroën EW10J4 135hp

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

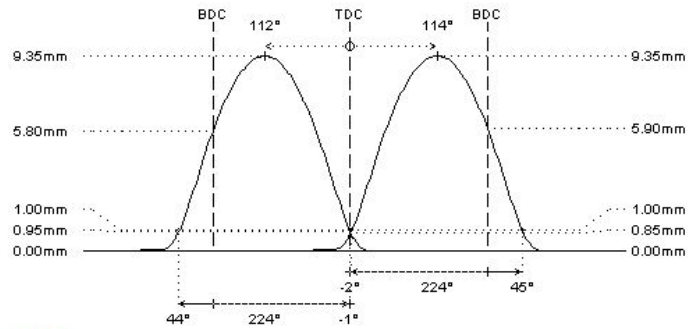


	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 261°	261°
duration @ 1.0mm	: 223°	223°
valve lift	: 9.35mm	9.35mm
cam lift	:	
lobe angle	: 114°	112°
timing @ 1.0mm	: -2° / 45°	44° / -1°
valve lift @ TDC	: 0.85mm	0.95mm

**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	: 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	: 25kg @ 36.0mm	: 25kg @ 36.0mm
max. load / lift	: 51kg @ 11.0mm	: 51kg @ 11.0mm

**REMARKS :****REMARKS :**

- # - cast iron camshafts
- trigger on exhaust camshaft

# 4901607

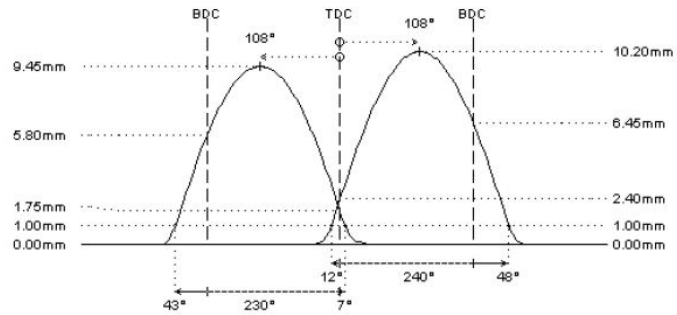
hot street - dirt track

Citroën EW10J4 135hp

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 268°	263°
duration @ 1.0mm	: 240°	230°
valve lift	: 10.20mm	9.45mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 12° / 48°	43° / 7°
valve lift @ TDC	: 2.40mm	1.75mm
<b>parts setup:</b>		
cam wheels :	:  CTPE002	:  CTPE002
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	: 25kg @ 36.0mm	: 25kg @ 36.0mm
max. load / lift	: 51kg @ 11.0mm	: 51kg @ 11.0mm



### REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # 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 dirt track applications and pro street use with adjustable engine management or carburetors

REMARKS :

# 4901608

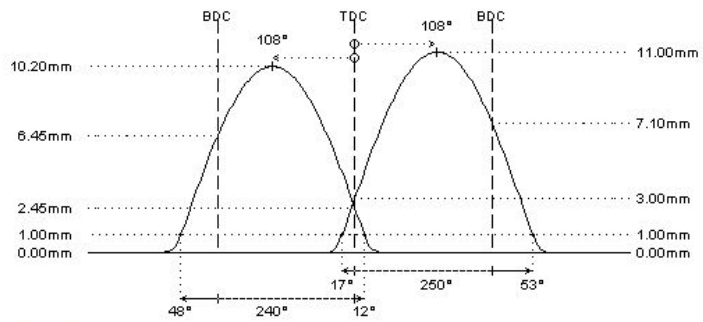
tarmac rally - race

Citroën EW10J4 135hp

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 277°	268°
duration @ 1.0mm	: 250°	240°
valve lift	: 11.00mm	10.20mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 17° / 53°	48° / 12°
valve lift @ TDC	: 3.00mm	2.45mm
<b>parts setup:</b>		
cam wheels :	:  CTPE002	:  CTPE002
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	: 25kg @ 36.0mm	: 25kg @ 36.0mm
max. load / lift	: 51kg @ 11.0mm	: 51kg @ 11.0mm



### REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # 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 carburetors

REMARKS :

# 4901609

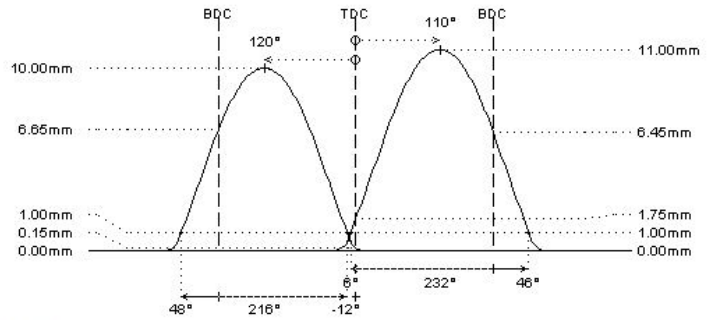
turbo conversion

Citroën EW10J4 135hp

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 260°	244°
duration @ 1.0mm	: 232°	216°
valve lift	: 11.00mm	10.00mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 6° / 46°	48° / -12°
valve lift @ TDC	: 1.75mm	0.15mm
<b>parts setup:</b>		
cam wheels :	:  CTPE002	:  CTPE002
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	:  99410/s	:  99410/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E99862	:  PAC-E99862
interior spring	:	
fitted load / length	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm



### REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)

### REMARKS :

# 4901609

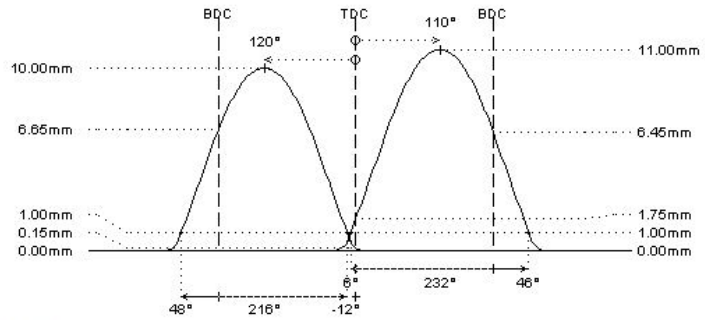
turbo conversion

Citroën EW10J4 135hp

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 260°	244°
duration @ 1.0mm	: 232°	216°
valve lift	: 11.00mm	10.00mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 6° / 46°	48° / -12°
valve lift @ TDC	: 1.75mm	0.15mm
<b>parts setup:</b>		
cam wheels :	:  CTPE002	:  CTPE002
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	:  99410/s	:  99410/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E99862	:  PAC-E99862
interior spring	:	
fitted load / length	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm



### REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)

### REMARKS :

# 4901610

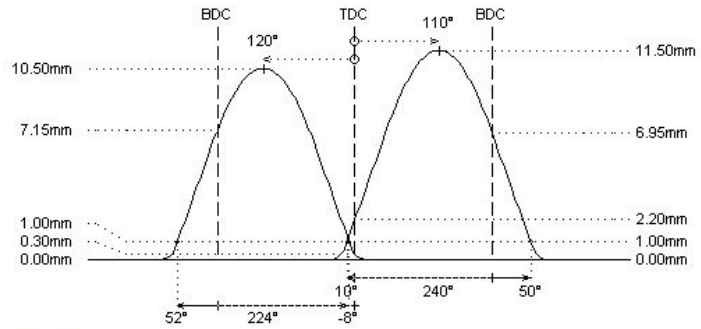
turbo conversion

Citroën EW10J4 135hp

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 268°	252°
duration @ 1.0mm	: 240°	224°
valve lift	: 11.50mm	10.50mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 10° / 50°	52° / -8°
valve lift @ TDC	: 2.20mm	0.30mm
<b>parts setup:</b>		
cam wheels :	:  CTPE002	:  CTPE002
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	:  99410/s	:  99410/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E99862	:  PAC-E99862
interior spring	:	
fitted load / length	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm



### REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # 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 dirt track applications and pro street use with adjustable engine management or carburetors

### REMARKS :



**4901650**

F.I.A.

Citroën EW10J4 135hp

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



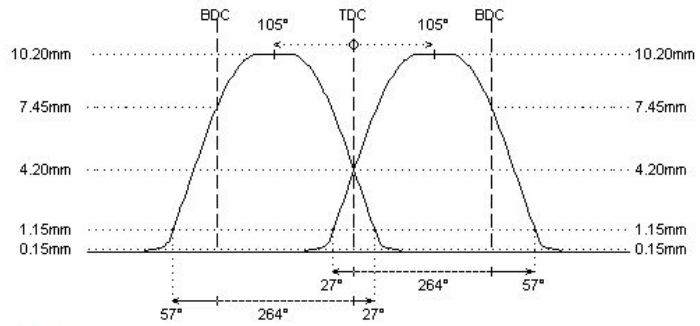
	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 290°	290°
duration @ 1.0mm	: 264°	264°
valve lift	: 10.20mm	10.20mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 27° / 57°	57° / 27°
valve lift @ TDC	: 4.20mm	4.20mm

**parts setup:**

cam wheels :	:  CTPE002	:  CTPE002
follower	:  CC018	:  CC018
valve lash	:  TS101	:  TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	:  99410/s	:  99410/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E99862	:  PAC-E99862
interior spring	:	:
fitted load / length	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm

**REMARKS :**

# double spring PAC-D19864 recommended over 8000rpm (machining of cylinder head and special lower retainer and valve seal may be required)

**REMARKS :**

- # - cast iron camshafts
- trigger on exhaust camshaft
- # 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
- # for race engines, without positioning marks in the camshaft. (A-B) homologation tolerances on all camlobes. ON SPECIAL DEMAND ONLY
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors



# 4901658

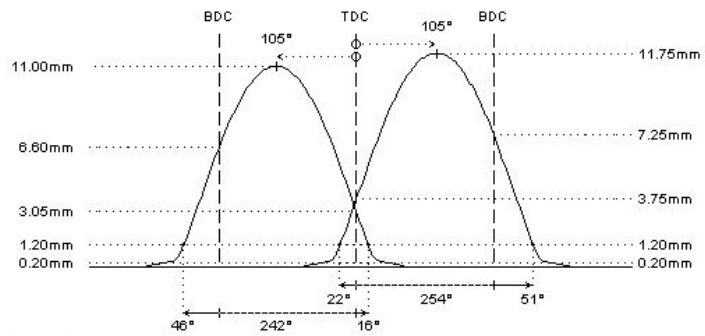
tarmac rally - race

Citroën EW10J4 135hp

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 282°	273°
duration @ 1.0mm	: 253°	242°
valve lift	: 11.75mm	11.00mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 22° / 51°	46° / 16°
valve lift @ TDC	: 3.75mm	3.05mm
<b>parts setup:</b>		
cam wheels :	:  CTPE002	:  CTPE002
follower	:  CC018	:  CC018
valve lash	:  TS101	:  TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	:  99410/s	:  99410/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E99862	:  PAC-E99862
interior spring	:	
fitted load / length	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm



### REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # 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
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors

### REMARKS :

# double spring PAC-D19864 recommended over 8000rpm (machining of cylinder head and special lower retainer and valve seal may be required)

# 4901659

full race

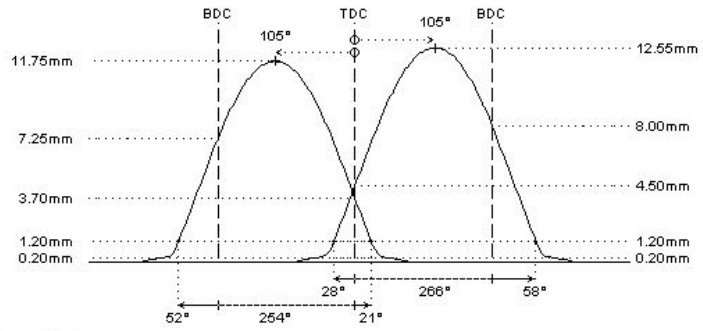
Citroën EW10J4 135hp

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 297°	282°
duration @ 1.0mm	: 266°	253°
valve lift	: 12.55mm	11.75mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 28° / 58°	52° / 21°
valve lift @ TDC	: 4.50mm	3.70mm

parts setup:		
cam wheels :	CTPE002	CTPE002
follower	CC018	CC018
valve lash	TS101	TS101
valve	O.E.M.	O.E.M.
valve locks	O.E.M.	O.E.M.
upper retainer	99410/s	99410/s
lower retainer	O.E.M.	O.E.M.
exterior spring	PAC-E99862	PAC-E99862
interior spring		
fitted load / length	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm



### REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # 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
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors

### REMARKS :

# double spring PAC-D19864 recommended over 8000rpm (machining of cylinder head and special lower retainer and valve seal may be required)

## Specification

Make	
Citroen	C4
Citroen	EW10J4
Peugeot	206GTi
Peugeot	307
Peugeot	EW10J4