

# Peugeot Citroen EW10J4S Sport Camshaft by Cat Cams



**Brand:** Cat Cams

**Product Code:** CAT4901804

**Availability:** 7 Days

**Weight:** 5.00kg

**Dimensions:** 50.00cm x 10.00cm x 8.00cm

**Price:** \$1,204.50



## Short Description

The ultimate sport camshaft for the Peugeot 206GTI180. This is the engine with VVT and will need to be remapped for best results.

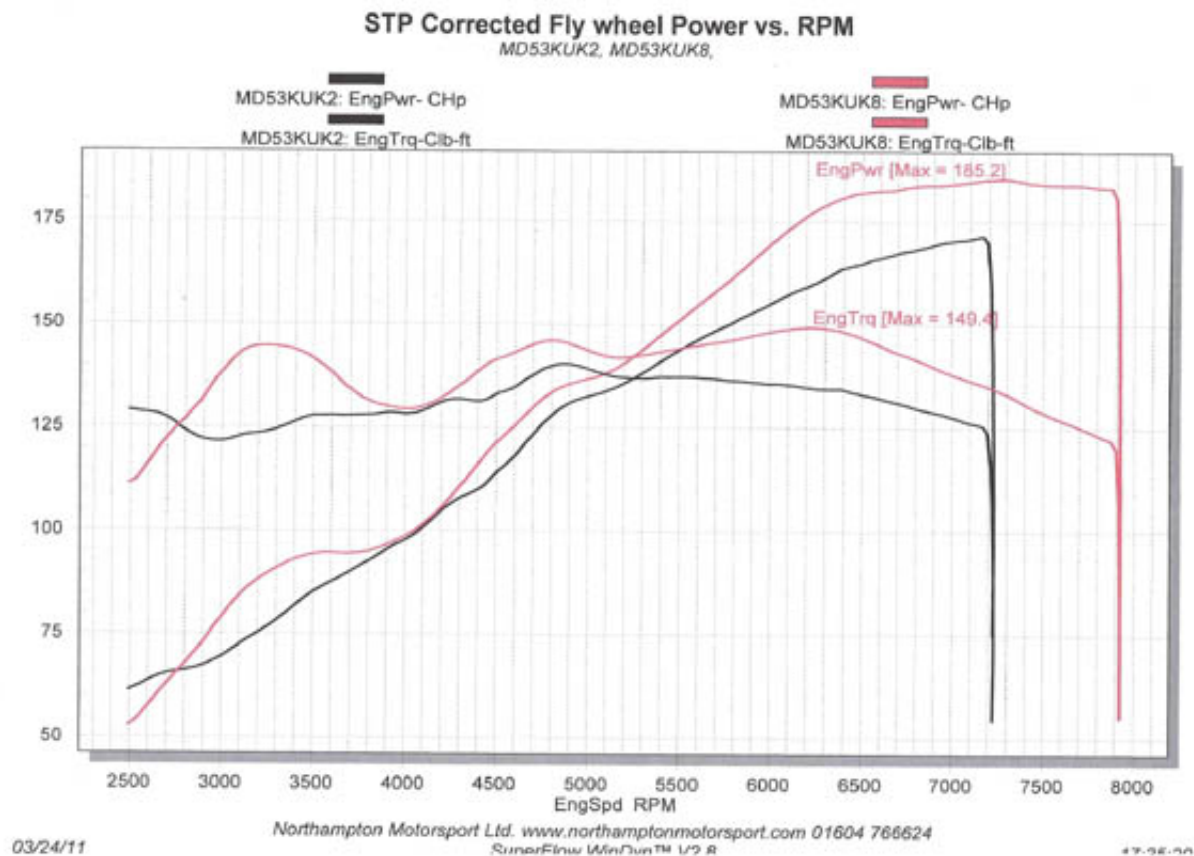
## Description

Cat Cams is the only cam designer offering profiles for the 206 GTi 180. Why? Because the EW10J4S engine incorporates variable valve timing (VVT) on the inlet cam, meaning that Cat Cams NV has to produce the inlet profile from steel billet, while the exhaust cam is manufactured from a chill cast blank. This makes it relatively difficult to produce, but once again, Cat Cams has risen to the challenge!

Back to back dyno testing confirmed that in conjunction with an ECU remap, the Cat Cams Sport 4901804 profiles for the 206 GTi 180 gain power and torque throughout the rev range, from just 2750 rpm upwards.

Peak power increases by 14 bhp at 7250 rpm, with gains of 17-18 bhp over standard between 6000-7000 rpm. Even at just 3000 rpm the Cat Cams pick up over 10 bhp, highlighting the road friendly nature of the cams design.

Crucially, for a fast road cam profile, the 206 GTi 180's torque curve transformed too by Cat Cams work, with gains of 20 lb.ft at 3250 rpm and a peak gain of 10 lb.ft. But the numbers only tell half the story, as the shape of the torque curve is transformed, making the engine feel much more eager, particularly at high revs.



## Specifications

## 4901804

hot street - dirt track

Citroën EW10J4S 180hp

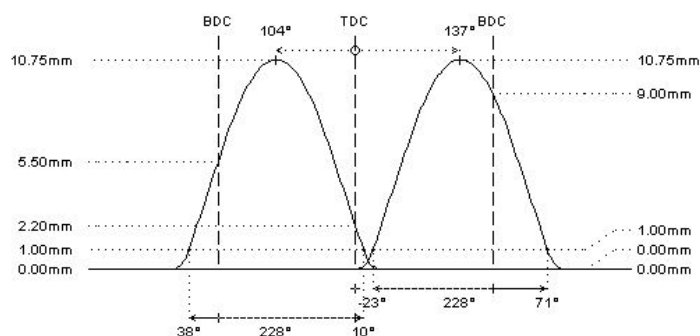
I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 256°	256°
duration @ 1.0mm	: 228°	228°
valve lift	: 10.75mm	10.75mm
cam lift	:	
lobe angle	: 137° (97°)	104°
timing @ 1.0mm	: -23° / 71°	38° / 10°
valve lift @ TDC	: 0.00mm (3.05mm)	2.20mm
<b>parts setup:</b>		
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	: 99410/s	: 99410/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S90015	: PAC-S90015
interior spring	:	:
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 79kg @ 13.0mm	: 79kg @ 13.0mm

### REMARKS :

##  
Inlet Valves:  
9249003 d6.00 // D35.0 // L106.1  
Exhaust Valves:  
9249004 d6.00 // D31.0 // L102.9



### REMARKS :

- # Camshafts for use with original VVT system (intake only)
- # The VVT system on the intake camshaft changes the cam timing (and so the lift at TDC):
  - intake: 137° (disengaged) // 97° (engaged)
  - exhaust: 104° (no VVT)Please make sure there is enough distance between valve and piston when the VVT system is engaged. Wrong installation can cause severe engine damage!
- # 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

## Specification

Make	
Citroen	EW10J4S
Peugeot	206 GTI180
Peugeot	EW10J4S