

5500326

tarmac rally - race

Renault C1J.782 / 784 / 788 R5 GT turbo, R9 turbo, R11 turbo

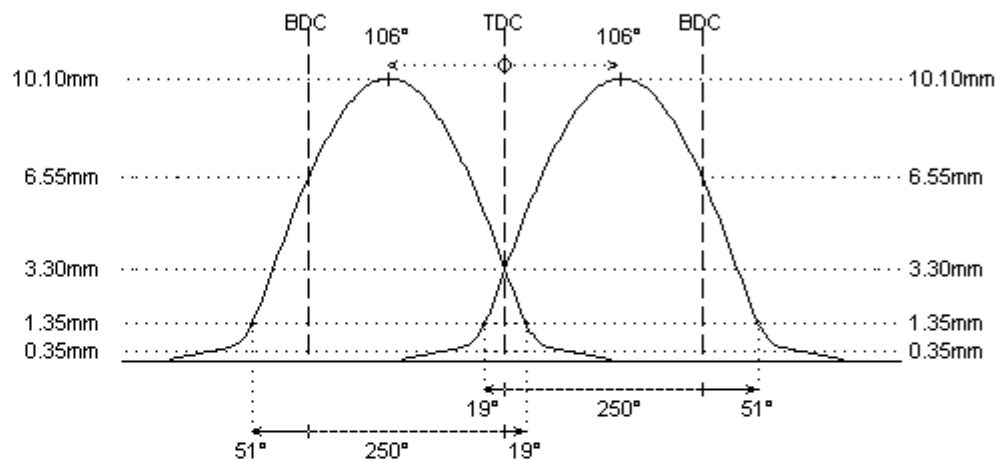
I-4cyl 1.4L 8v OHV (FT/FT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 297°	297°
duration @ 1.0mm	: 250°	250°
valve lift	: 10.10mm	10.10mm
cam lift	: 10.10mm	10.10mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 19° / 51°	51° / 19°
valve lift @ TDC	: 3.30mm	3.30mm
parts setup:		
cam wheels :	: TRE010	: TRE010
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	: 99343	: 99343
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E92009	: PAC-E92009
interior spring		
fitted load / length	: 30kg @ 30.5mm	: 26kg @ 31.5mm
max. load / lift	: 75kg @ 12.0mm	: 71kg @ 12.0mm

REMARKS :

check distance between valve seal and retainer to be at least 0.6mm at full lift

**REMARKS :**

- # - cam lobe sequence: EI-IE-EI-IE
- total length: **384mm**
- single chain
- journal diameters: 37.94 - 37.94 - 37.94 - **37.94mm**
- available in chilled cast iron only

- # 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