

# 5500334

hot street - dirt track

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

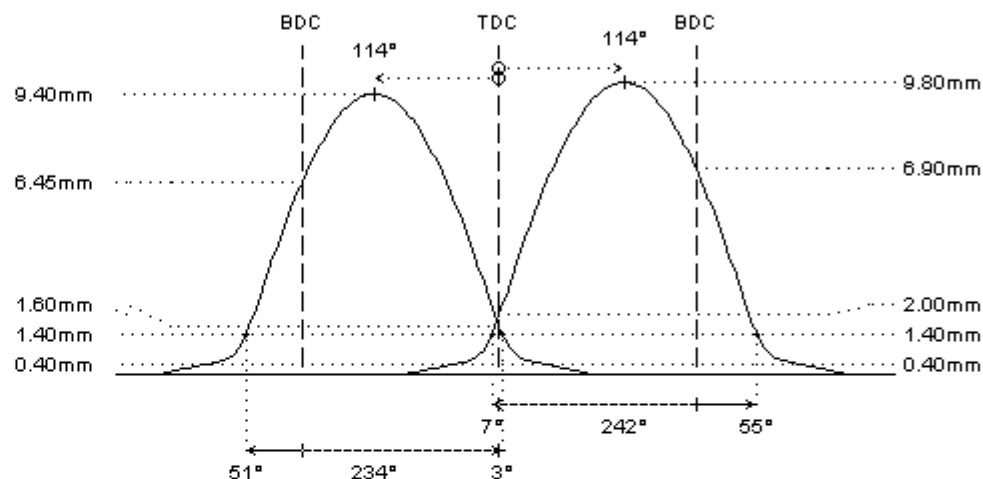
I-4cyl 1.4L 8v OHV (FT/FT)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.40mm	0.40mm
duration @ 0.1mm	: 286°	278°
duration @ 1.0mm	: 242°	234°
valve lift	: 9.80mm	9.40mm
cam lift	: 6.50mm	6.25mm
lobe angle	: 114°	114°
timing @ 1.0mm	: 7° / 55°	51° / 3°
valve lift @ TDC	: 2.00mm	1.60mm
<b>parts setup:</b>		
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