

5500423

tarmac rally - race

Renault 804 / 812 Alpine A110, R8 Gordini

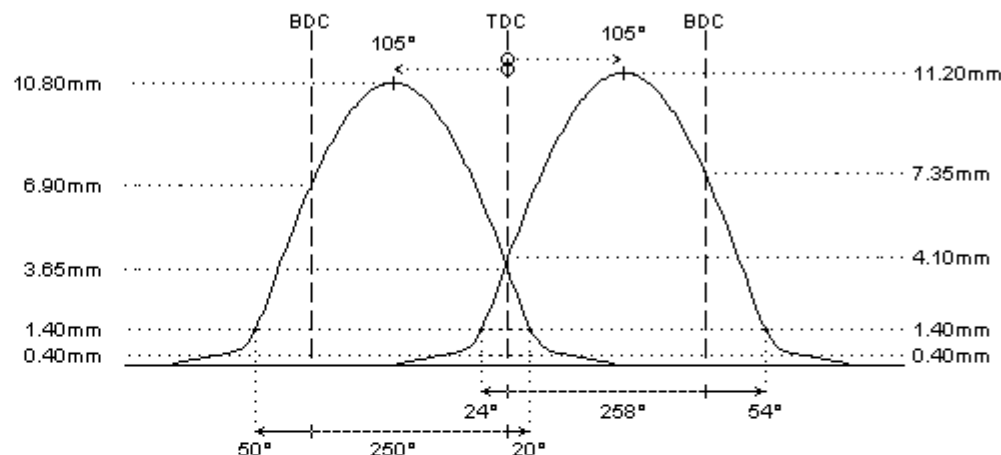
I-4cyl 1.3L 8v OHV (FT/FT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.40mm	0.40mm
duration @ 0.1mm	: 301°	293°
duration @ 1.0mm	: 258°	250°
valve lift	: 11.20mm	10.80mm
cam lift	: 7.00mm	6.75mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 24° / 54°	50° / 20°
valve lift @ TDC	: 4.10mm	3.65mm
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	: PAC-E99859	: PAC-E99859
interior spring	: PAC-I99859	: PAC-I99859
fitted load / length	: 37kg @ 35.0mm	: 35kg @ 35.6mm
max. load / lift	: 107kg @ 13.0mm	: 104kg @ 13.0mm

REMARKS :

check std valve spring setup for coil bind length and use valve spring kit if required



REMARKS :

- # - cam lobe sequence: IE-IE-IE-IE (crossflow head)
- total length: **384mm**
- double chain
- journal diameters: 37.94 - 37.94 - 37.94 - **37.94mm**
- available in steel billet 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