

5500640

turbo conversion

Renault J6, J7

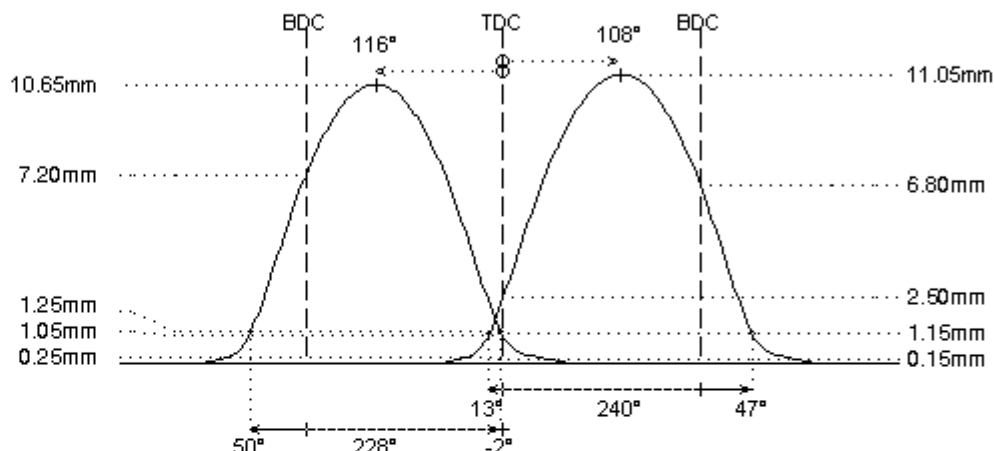
I-4cyl 2.0L 8v SOHC (RP/RP)



	intake	exhaust
camshaft data:		
lash ramp	: 0.15mm	0.23mm
duration @ 0.1mm	: 286°	267°
duration @ 1.0mm	: 240°	228°
valve lift	: 11.05mm	10.65mm
cam lift	: 7.25mm	7.05mm
lobe angle	: 108°	116°
timing @ 1.0mm	: 13° / 47°	50° / -2°
valve lift @ TDC	: 2.50mm	1.05mm
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-S99843	: PAC-S99843
interior spring		
fitted load / length	: 39kg @ 36.5mm	: 39kg @ 36.5mm
max. load / lift	: 95kg @ 13.0mm	: 95kg @ 13.0mm

REMARKS :

- # check distance between valve seal and retainer to be at least 0.6mm at full lift
- # use additional spacer under lower retainer to obtain correct fitted length (approx. 3mm)



REMARKS :

- # 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
- # for TURBO conversion (atmospheric to turbo)