

tarmac rally - race

Renault F7

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



camshaft data:

lash ramp	: 0.10mm	0.15mm
duration @ 0.1mm	: 288°	274°
duration @ 1.0mm	: 258°	249°
valve lift	: 12.45mm	11.90mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 19° / 59°	55° / 14°
valve lift @ TDC	: 3.55mm	2.95mm

parts setup:

cam wheels :	:  CTRE004	:  CTRE004
follower	:  CC002	:  CC002
valve lash	:  TS102	:  TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	:  99337	:  99337
lower retainer	:  not available	:  not available
exterior spring	:  PAC-E92009	:  PAC-E92009
interior spring	:  PAC-I92009	:  PAC-I92009
 fitted load / length	: 33kg @ 33.5mm	: 33kg @ 33.5mm
max. load / lift	: 94kg @ 12.5mm	: 94kg @ 12.5mm

REMARKS :

replace OEM lower retainer to obtain a correct installation / fitted length
(currently not available)

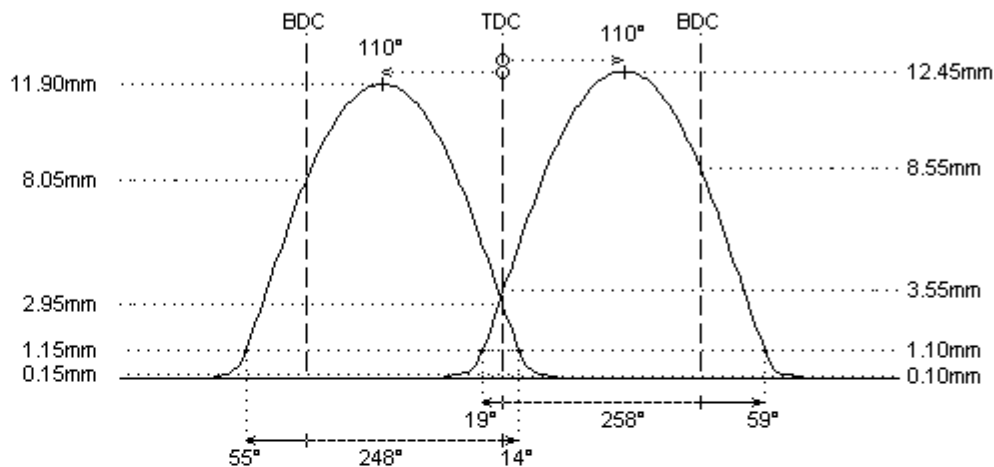
#

Inlet Valves:

9255003 d7.00 // D33.2 // L107.6

Exhaust Valves:

9255004 d7.00 // D28.7 // L109.0



REMARKS :

- # Renault has used different camshaft specifications (1.8L, 2.0L, Clio Williams). Depending on the engine version and application, extra modifications may be required.
- #
 - valve clearance is to be adjusted using mechanical lash caps
 - please make sure that the lash cap does not touch the valve locks !
- # 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 carburettors