

5502321

tarmac rally - race

Renault F7

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 290°	290°
duration @ 1.0mm	: 258°	258°
valve lift	: 10.20mm	10.20mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 25° / 53°	55° / 23°
valve lift @ TDC	: 4.40mm	4.20mm
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)

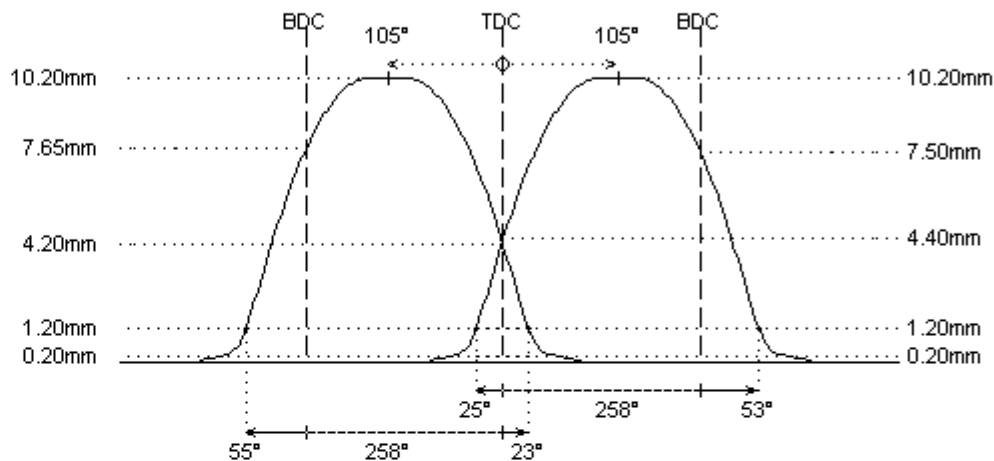
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Inlet Valves:

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 carburetors