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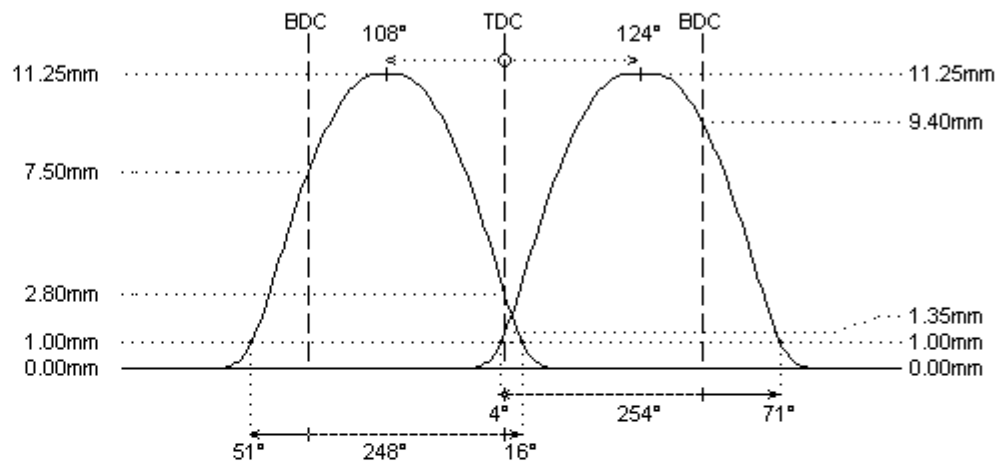
tarmac rally - race

Renault F4R.730 Clio II (VVT in, 172/180hp)

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



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 292°	284°
duration @ 1.0mm	: 255°	247°
valve lift	: 11.25mm	11.25mm
cam lift	: 5.70mm	5.70mm
lobe angle	: 124°	108°
timing @ 1.0mm	: 4° / 71°	51° / 16°
valve lift @ TDC	: 1.35mm	2.80mm
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-E99862	: PAC-E99862
interior spring	:	:
fitted load / length	: 31kg @ 34.5mm	: 31kg @ 34.5mm
max. load / lift	: 85kg @ 12.5mm	: 85kg @ 12.5mm



REMARKS :

- # camshafts for use with VVT on intake (like original)
- # camshaft set for use with individual throttle bodies
- # The VVT system on the intake camshaft changes the cam timing (and so the lift at TDC):
 - 1st intake valve: 124° (disengaged) // 108° (engaged)
 - 2nd intake valve: 128° (disengaged) // 112° (engaged)
 - 1st exhaust valve: 112° (no VVT)
 - 2nd exhaust valve: 108° (no VVT)Please make sure there is enough distance between valve and piston when the VVT system is engaged.
- # ECU reprogramming required

REMARKS :

- #
- # Inlet Valves: 9255001 d5.50 // D33.4 // L110.0
- Exhaust Valves: 9255002 d5.50 // D29.1 // L109.0