

5502433

tarmac rally - race

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

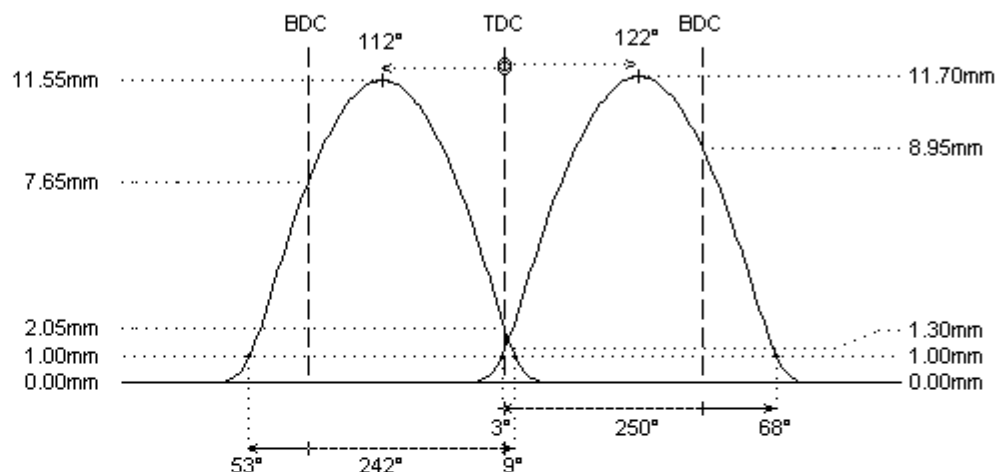
I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 285°	278°
duration @ 1.0mm	: 251°	242°
valve lift	: 11.70mm	11.55mm
cam lift	: 5.90mm	5.85mm
lobe angle	: 122°	112°
timing @ 1.0mm	: 3° / 68°	53° / 9°
valve lift @ TDC	: 1.30mm	2.05mm
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-E99862	PAC-E99862
interior spring :		
fitted load / length :	31kg @ 34.5mm	31kg @ 34.5mm
max. load / lift :	85kg @ 12.5mm	85kg @ 12.5mm

REMARKS :

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

**REMARKS :**

- # camshafts for use with VVT on intake (like original)
- # 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: 108° (no VVT)
 - 2nd exhaust valve: 104° (no VVT)
 Please make sure there is enough distance between valve and piston when the VVT system is engaged.
- # 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