5503506

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	: 0.20mm	0.20mm
duration @ 0.1mm	: 295°	288°
duration @ 1.0mm	: 259°	251°
valve lift	: 11.95mm	11.45mm
cam lift	: 6.05mm	5.80mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 25° / 54°	50° / 21°
valve lift @ TDC	: 4.15mm	3.60mm
parts setup:		
cam wheels :	: CTRE006	: CTRE006
follower	: CC083	: CC083
valve lash	: TS103	: TS103
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 :

modify hydraulic elements to mechanic or replace by solid mechanic elements with lash caps TS103 underneath

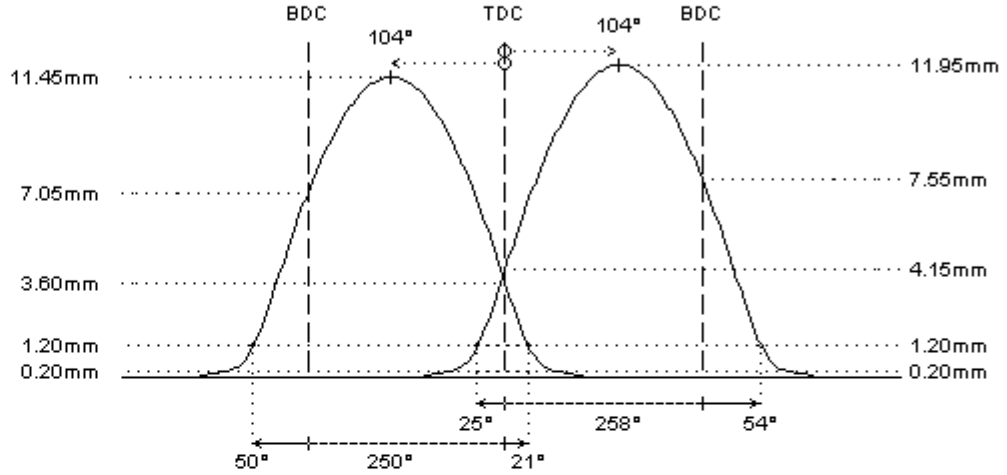
# #

Inlet Valves: #

9255001 d5.50 // D33.4 // L110.0 #

Exhaust Valves: #

9255002 d5.50 // D29.1 // L109.0



REMARKS :

camshafts for use with adjustable cam wheel on intake (without VVT)

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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