

5503552

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	: 296°	296°
duration @ 1.0mm	: 259°	259°
valve lift	: 11.95mm	11.95mm
cam lift	: 11.95mm	11.95mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 25° / 54°	54° / 25°
valve lift @ TDC	: 4.15mm	4.15mm
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

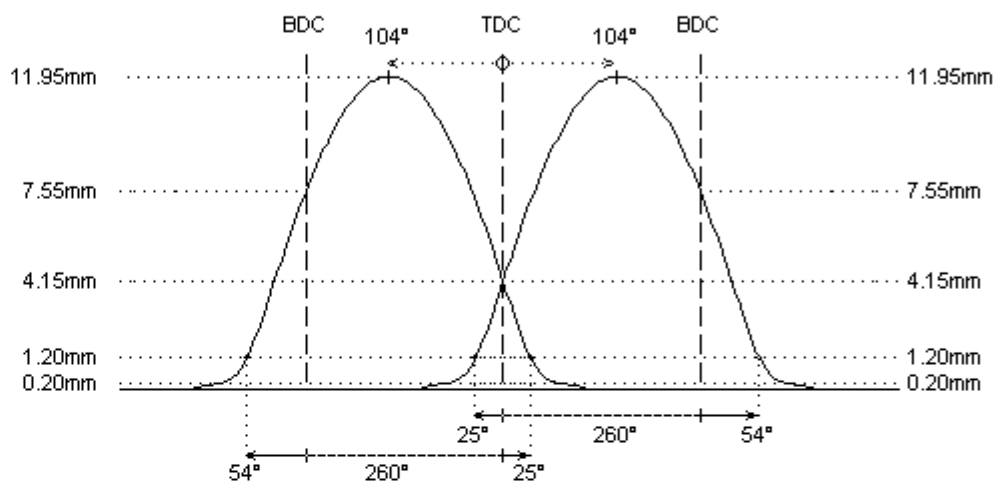
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Inlet Valves:

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 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