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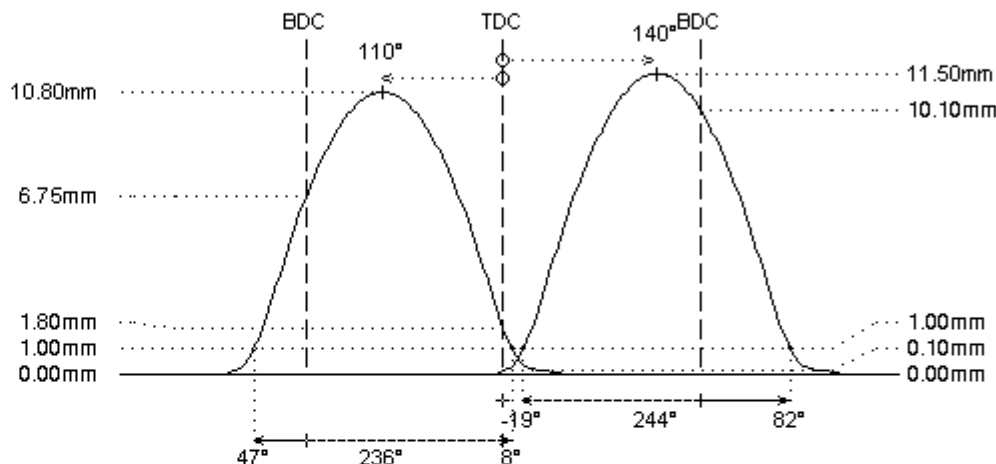
hot street - dirt track

Renault F4R.830 Clio III (VVT in, 197hp)

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



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 298°	289°
duration @ 1.0mm	: 243°	235°
valve lift	: 11.50mm	10.80mm
cam lift	: 5.80mm	5.45mm
lobe angle	: 140°	110°
timing @ 1.0mm	: -19° / 82°	47° / 8°
valve lift @ TDC	: 0.10mm	1.80mm
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	: O.E.M.	: O.E.M.
interior spring	:	:
fitted load / length	: 29kg @ 34.5mm	: 31kg @ 34.0mm
max. load / lift	: 69kg @ 11.5mm	: 69kg @ 11.0mm

REMARKS :**REMARKS :**

- # - camshafts for use with VVT on intake (like original)
- adjustable sensor ring [ref. 93-55001] on intake camshaft included
- # The VVT system on the intake camshaft changes the cam timing continuously (and so the lift at TDC):
 - 1st intake valve: 140° (disengaged) // 97° (engaged)
 - 2nd intake valve: 144° (disengaged) // 101° (engaged)
 - 1st exhaust valve: 110° (no VVT)
 - 2nd exhaust valve: 106° (no VVT)

The centerlines are identical to the original camshafts.

Please make sure there is enough distance between valve and piston **when the VVT system is engaged.**

- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors

- # Evolution of 5504403