5500422

hot street - dirt track

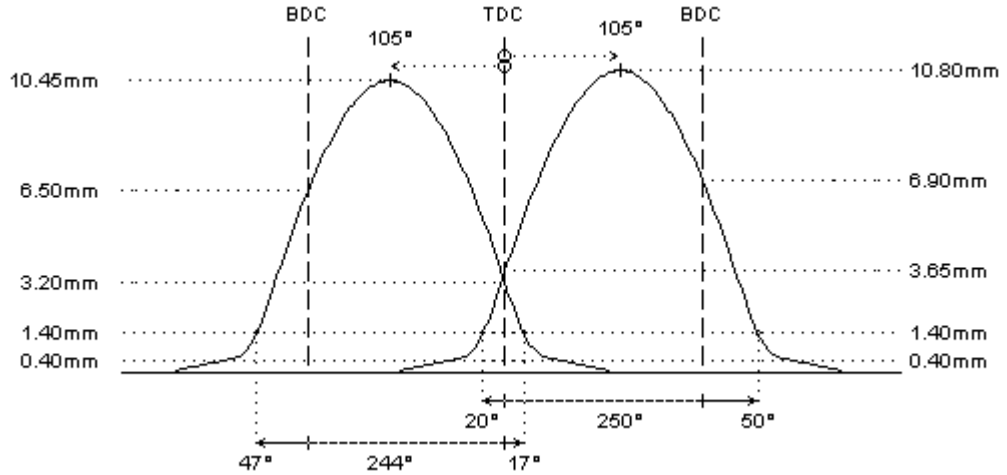
Renault 804 / 812 Alpine A110, R8 Gordini

I-4cyl 1.3L 8v OHV (FT/FT)

	intake	exhaust
camshaft data:		
lash ramp	: 0.40mm	0.40mm
duration @ 0.1mm	: 293°	286°
duration @ 1.0mm	: 250°	244°
valve lift	: 10.80mm	10.45mm
cam lift	: 6.75mm	6.50mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 20° / 50°	47° / 17°
valve lift @ TDC	: 3.65mm	3.20mm
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	: ✕ **not available**	: ✕ **not available**
lower retainer	: ✕ **not available**	: ✕ **not available**
exterior spring	: ✕ **not available**	: ✕ **not available**
interior spring		
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

check std valve spring setup for coil bind length and use valve spring kit if required
valve spring kit can be developed on request



REMARKS :

- cam lobe sequence: **IE-IE-IE-IE** (crossflow head)
- total length: **384mm**
- double chain
- journal diameters: 37.94 - 37.94 - 37.94 - **37.94mm**
- available in steel billet only

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