

# 5500633

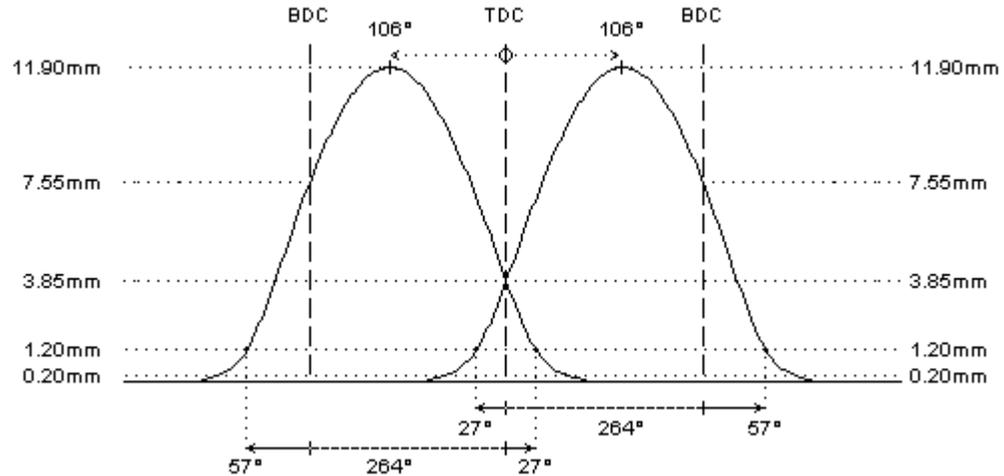
hot street - dirt track

Renault J6, J7

I-4cyl 2.0L 8v SOHC (RP/RP)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 312°	312°
duration @ 1.0mm	: 265°	265°
valve lift	: 11.90mm	11.90mm
cam lift	: 7.95mm	7.95mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 28° / 57°	57° / 28°
valve lift @ TDC	: 3.85mm	3.85mm
<b>parts setup:</b>		
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-S99843	:  PAC-S99843
interior spring	:	:
fitted load / length	: 39kg @ 36.5mm	: 39kg @ 36.5mm
max. load / lift	: 95kg @ 13.0mm	: 95kg @ 13.0mm



### REMARKS :

- # 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

### REMARKS :

- # check distance between valve seal and retainer to be at least 0.6mm # at full lift
- use additional spacer under lower retainer to obtain correct fitted length (approx. 3mm)