

# 5500635

turbo conversion

Renault J6, J7

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



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 291°	291°
duration @ 1.0mm	: 251°	251°
valve lift	: 11.65mm	11.65mm
cam lift	: 7.60mm	7.60mm
lobe angle	: 108°	116°
timing @ 1.0mm	: 15° / 56°	64° / 7°
valve lift @ TDC	: 2.95mm	2.00mm

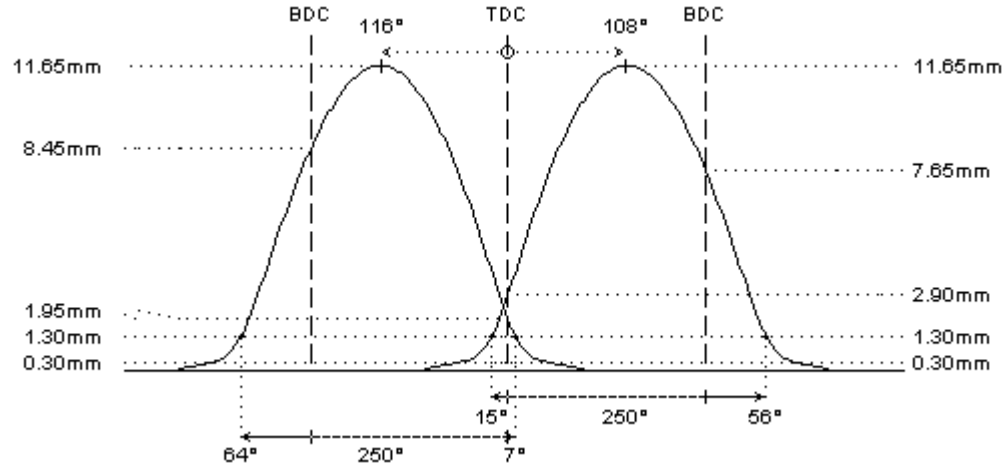
**parts setup:**

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	:  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 :**

# 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)



**REMARKS :**

- # 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 carburetors
- # for TURBO conversion (atmospheric to turbo)