5502362

tarmac rally - race

Renault F7

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 290°	282°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 52°	48° / 16°
valve lift @ TDC	: 3.75mm	3.20mm
parts setup:		
cam wheels :	: **CTRE004**	: **CTRE004**
follower	: **CC002**	: **CC002**
valve lash	: **TS102**	: **TS102**
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: **99337**	: **99337**
lower retainer	: **not available**	: **not available**
exterior spring	: **PAC-E92009**	: **PAC-E92009**
interior spring	: **PAC-I92009**	: **PAC-I92009**
fitted load / length	: 33kg @ 33.5mm	: 33kg @ 33.5mm
max. load / lift	: 94kg @ 12.5mm	: 94kg @ 12.5mm

REMARKS :

replace OEM lower retainer to obtain a correct installation / fitted length (currently not available)

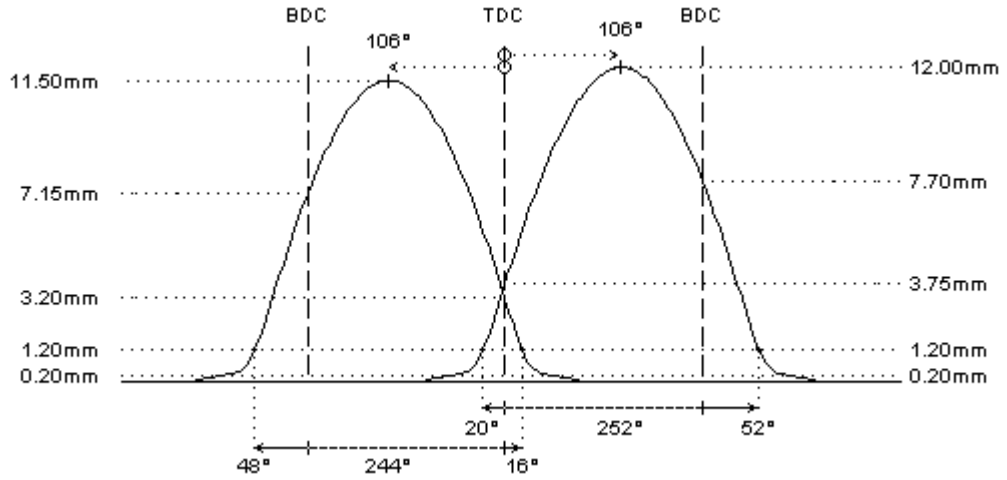
#

Inlet Valves: #

9255003 d7.00 // D33.2 // L107.6 #

Exhaust Valves: #

9255004 d7.00 // D28.7 // L109.0



REMARKS :

Renault has used different camshaft specifications (1.8L, 2.0L, Clio Williams). Depending on the engine version and application, extra modifications may be required.

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