

# 5500227

tarmac rally - race

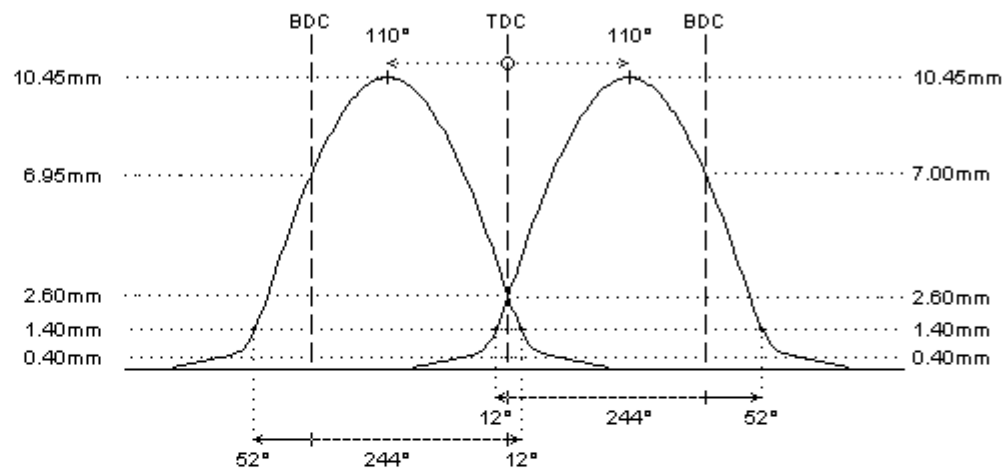
Renault 840.726 Alpine Turbo (R-122B)

I-4cyl 1.4L 8v OHV (FT/FT)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.40mm	0.40mm
duration @ 0.1mm	: 287°	287°
duration @ 1.0mm	: 244°	244°
valve lift	: 10.45mm	10.45mm
cam lift	: 6.50mm	6.50mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 12° / 52°	52° / 12°
valve lift @ TDC	: 2.60mm	2.60mm
<b>parts setup:</b>		
cam wheels :	: 🔍 TRE012	: 🔍 TRE012
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	: O.E.M.	: O.E.M.
fitted load / length	: 24kg @ 37.3mm	: 28kg @ 36.3mm
max. load / lift	: 85kg @ 12.0mm	: 85kg @ 11.0mm

REMARKS :



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- # - cam lobe sequence: EI-EI-EI-EI (crossflow head)
- total length: **446mm** (with water pump drive)
- double chain
- journal diameters: 37.94 - 37.94 - 37.94 - **34.48mm**
- available in steel billet only
  
- # 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 carburettors