

# 5502420

sport

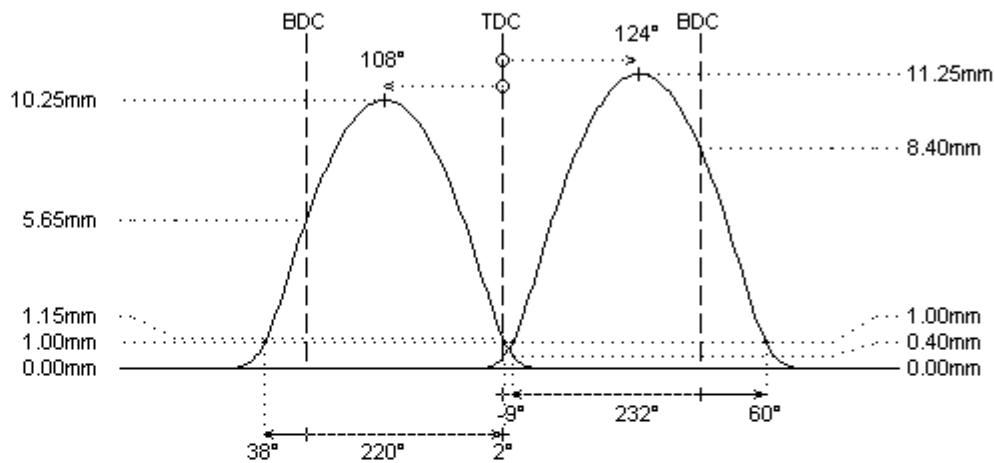
Renault F4R.730 Clio II (VVT in, 172/180hp)

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 269°	256°
duration @ 1.0mm	: 231°	220°
valve lift	: 11.25mm	10.25mm
cam lift	: 5.70mm	5.20mm
lobe angle	: 124°	108°
timing @ 1.0mm	: -9° / 60°	38° / 2°
valve lift @ TDC	: 0.40mm	1.15mm
<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 :	O.E.M.	O.E.M.
interior spring :	O.E.M.	O.E.M.
fitted load / length	: 20kg @ 34.5mm	: 20kg @ 34.5mm
max. load / lift	: 68kg @ 11.3mm	: 68kg @ 11.3mm

REMARKS :



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- # camshafts for use with VVT on intake (like original)
- # The VVT system on the intake camshaft changes the cam timing (and so the lift at TDC):
  - 1st intake valve: 124° (disengaged) // 108° (engaged)
  - 2nd intake valve: 128° (disengaged) // 112° (engaged)
  - 1st exhaust valve: 112° (no VVT)
  - 2nd exhaust valve: 108° (no VVT)Please make sure there is enough distance between valve and piston when the VVT system is engaged.
- # FIA GN
- # This profile is developed for Group N rules.  
Cat Cams part numbers 5502428, 5502438 and 5502421 will give better performance for (street) tuning.