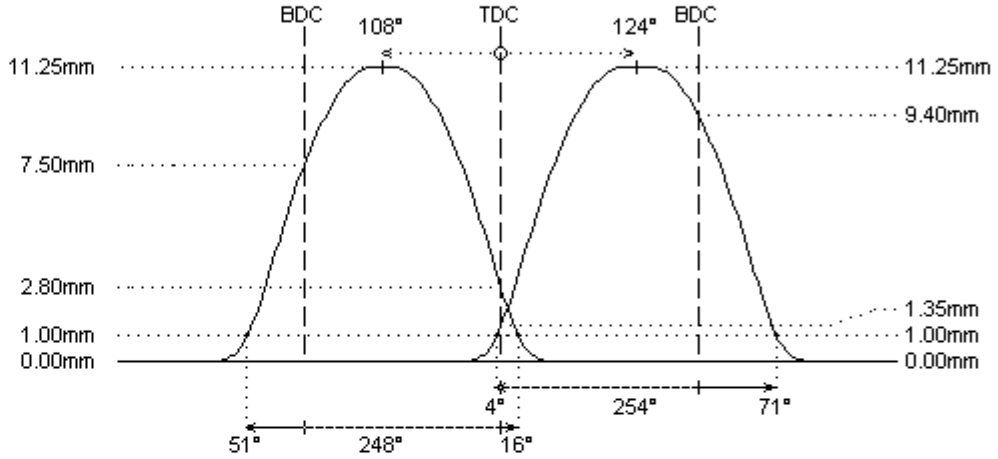
5502423

tarmac rally - race

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

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

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 292°	284°
duration @ 1.0mm	: 255°	247°
valve lift	: 11.25mm	11.25mm
cam lift	: 5.70mm	5.70mm
lobe angle	: 124°	108°
timing @ 1.0mm	: 4° / 71°	51° / 16°
valve lift @ TDC	: 1.35mm	2.80mm
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-E99862**	: **PAC-E99862**
interior spring		
fitted load / length	: 31kg @ 34.5mm	: 31kg @ 34.5mm
max. load / lift	: 85kg @ 12.5mm	: 85kg @ 12.5mm



REMARKS :

#
Inlet Valves:
9255001 d5.50 // D33.4 // L110.0 #
Exhaust Valves: #
9255002 d5.50 // D29.1 // L109.0

REMARKS :

camshafts for use with VVT on intake (like original)

camshaft set for use with individual throttle bodies

# 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.

ECU reprogramming required