5504405

tarmac rally - race

Renault F4R.830 Clio III (VVT in, 197hp)

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

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 293°	285°
duration @ 1.0mm	: 258°	251°
valve lift	: 11.95mm	11.70mm
cam lift	: 6.05mm	5.90mm
lobe angle	: 140°	110°
timing @ 1.0mm	: -11° / 89°	56° / 15°
valve lift @ TDC	: 0.30mm	2.75mm
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	: 33kg @ 34.0mm
max. load / lift	: 85kg @ 12.5mm	: 85kg @ 12.0mm

REMARKS :
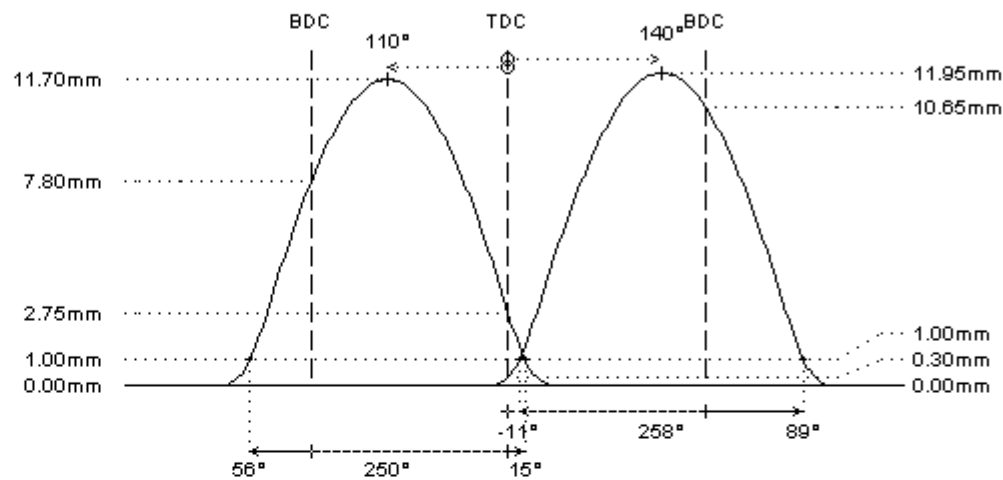
REMARKS :

\#   - camshafts for use with VVT on intake (like original)
      - adjustable sensor ring [ref. 99025] on intake camshaft included

\#   The VVT system on the intake camshaft changes the cam timing continuously (and so the lift at TDC):
      - 1st intake valve: 140° (disengaged) // 97° (engaged)
      - 2nd intake valve: 144° (disengaged) // 101° (engaged)
      - 1st exhaust valve: 110° (no VVT)
      - 2nd exhaust valve: 106° (no VVT)

      The centerlines are identical to the original camshafts.
      Please make sure there is enough distance between valve and piston **when the VVT system is engaged**.

\#   VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration

\#   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