

5502213

hot street - dirt track

Renault F7

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



intake **exhaust**

camshaft data:

lash ramp	: hydro	hydro
duration @ 0.1mm	: 286°	279°
duration @ 1.0mm	: 246°	238°
valve lift	: 10.65mm	10.20mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 13° / 53°	49° / 9°
valve lift @ TDC	: 2.50mm	1.95mm

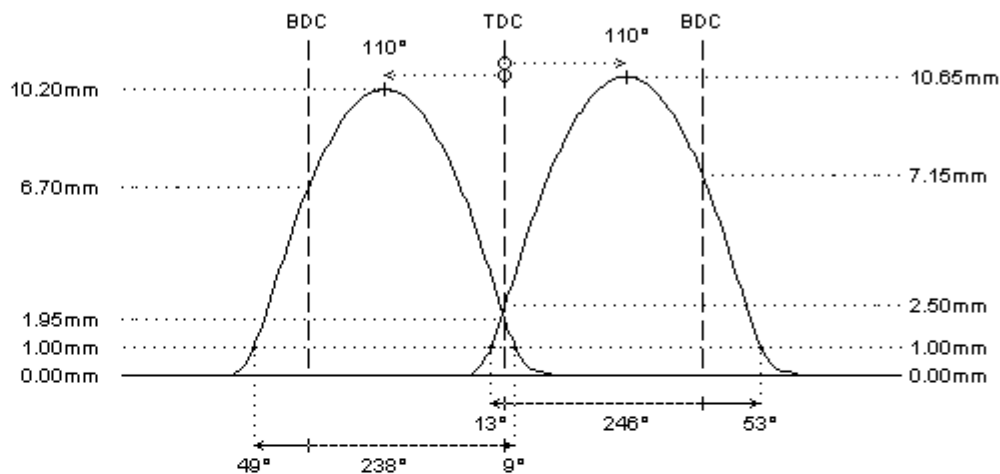
parts setup:

cam wheels :	: 🔍 CTRE004	: 🔍 CTRE004
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	:	

fitted load / length	: 31kg @ 0.0mm	: 31kg @ 0.0mm
max. load / lift	: 84kg @ 10.5mm	: 84kg @ 10.5mm

REMARKS :

check std valve spring setup for coil bind length and use valve spring kit if required



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.
- # Distance between valve and piston should be 1.0mm at least:
 - check 5-15° after TDC on intake
 - check 5-15° before TDC on exhaustMachine pistons if required. Wrong installation can cause severe engine damage!
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors