

# 5502243

tarmac rally - race

Renault F7

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



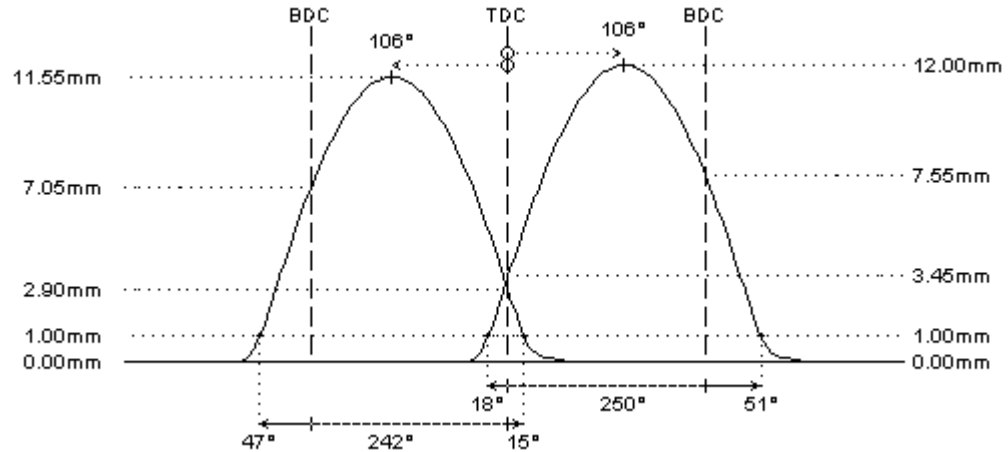
**intake**                      **exhaust**

**camshaft data:**

lash ramp	: hydro	hydro
duration @ 0.1mm	: 290°	283°
duration @ 1.0mm	: 249°	242°
valve lift	: 12.00mm	11.55mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 18° / 51°	47° / 15°
valve lift @ TDC	: 3.45mm	2.90mm

**parts setup:**

cam wheels :	: 🔍 <b>CTRE004</b>	: 🔍 <b>CTRE004</b>
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	: 🔍 <b>99337</b>	: 🔍 <b>99337</b>
lower retainer	: ❌ <b>not available</b>	: ❌ <b>not available</b>
exterior spring	: 🔍 <b>PAC-E92009</b>	: 🔍 <b>PAC-E92009</b>
interior spring	: 🔍 <b>PAC-I92009</b>	: 🔍 <b>PAC-I92009</b>
fitted load / length	: 33kg @ 33.5mm	: 33kg @ 33.5mm
max. load / lift	: 94kg @ 12.5mm	: 94kg @ 12.5mm



**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.
- # 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 dirt track applications and pro street use with adjustable engine management or carburettors

**REMARKS :**

- # replace OEM lower retainer to obtain a correct installation / fitted length (currently not available) #
- Inlet Valves: #
- 🔍 9255003 d7.00 // D33.2 // L107.6 #
- Exhaust Valves: #
- 🔍 9255004 d7.00 // D28.7 // L109.0 #