

5502421

sport

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

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



intake **exhaust**

camshaft data:

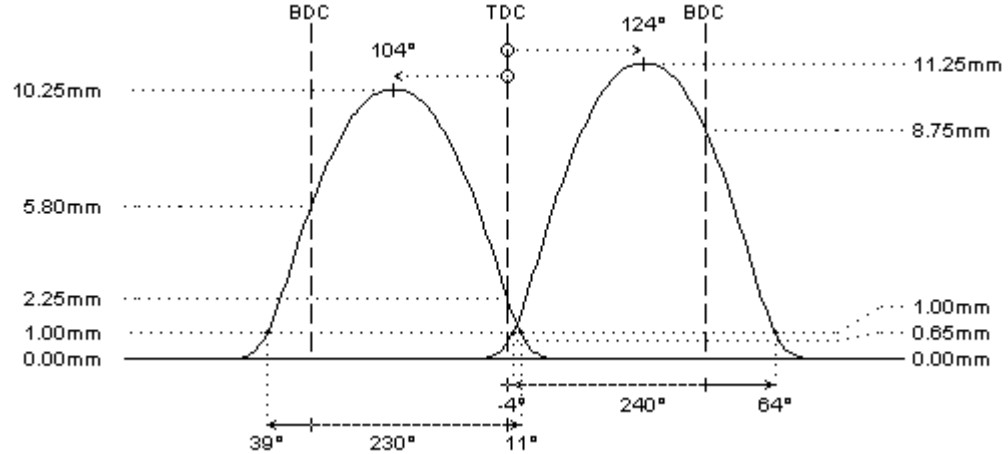
lash ramp	: hydro	hydro
duration @ 0.1mm	: 276°	268°
duration @ 1.0mm	: 240°	231°
valve lift	: 11.25mm	10.25mm
cam lift	: 5.70mm	5.15mm
lobe angle	: 124°	104°
timing @ 1.0mm	: -4° / 64°	39° / 12°
valve lift @ TDC	: 0.65mm	2.25mm

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	: O.E.M.	: O.E.M.
interior spring	:	:

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: 108° (no VVT)
 - 2nd exhaust valve: 104° (no VVT)Please make sure there is enough distance between valve and piston when the VVT system is engaged.
- # ECU reprogramming required