

# 5504403

hot street - dirt track

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

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



**intake**                      **exhaust**

**camshaft data:**

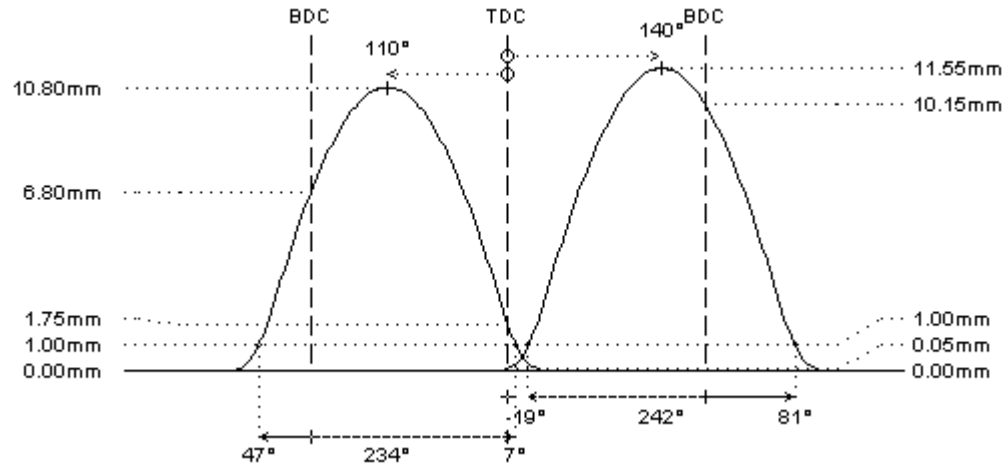
lash ramp	: hydro	hydro
duration @ 0.1mm	: 277°	269°
duration @ 1.0mm	: 243°	234°
valve lift	: 11.55mm	10.80mm
cam lift	: 5.85mm	5.45mm
lobe angle	: 140°	110°
timing @ 1.0mm	: -19° / 82°	47° / 7°
valve lift @ TDC	: 0.05mm	1.75mm

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

fitted load / length	: 29kg @ 34.5mm	: 31kg @ 34.0mm
max. load / lift	: 69kg @ 11.5mm	: 69kg @ 11.0mm

**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: 143° (disengaged) // 100° (engaged)
  - 2nd intake valve: 147° (disengaged) // 104° (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.**
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors