

# 5500629

sport

Renault J6, J7

I-4cyl 2.0L 8v SOHC (RP/RP)



**intake**                      **exhaust**

**camshaft data:**

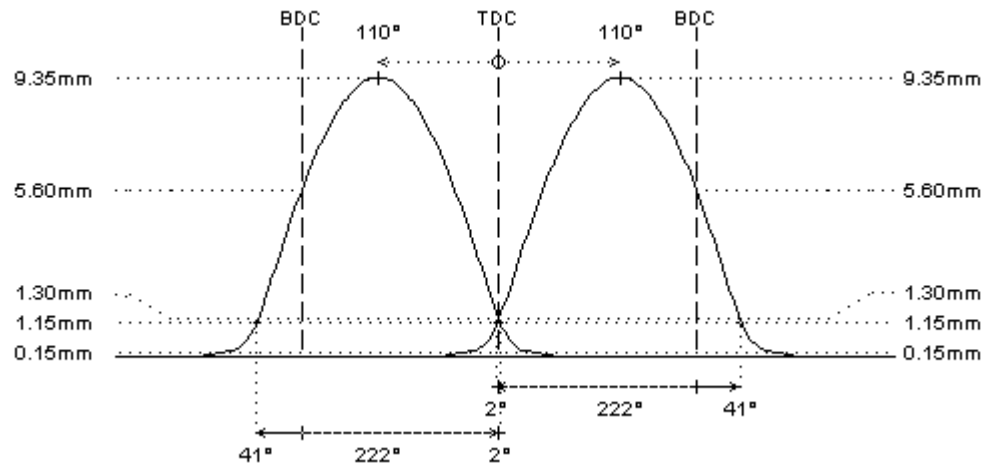
lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 260°	260°
duration @ 1.0mm	: 223°	223°
valve lift	: 9.35mm	9.35mm
cam lift	: 5.95mm	5.95mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 2° / 41°	41° / 2°
valve lift @ TDC	: 1.30mm	1.30mm

**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	: 32kg @ 39.5mm	: 32kg @ 39.5mm
max. load / lift	: 75kg @ 9.5mm	: 75kg @ 9.5mm

**REMARKS :**



**REMARKS :**

# 5500630

sport

Renault J6, J7

I-4cyl 2.0L 8v SOHC (RP/RP)



**intake**                      **exhaust**

**camshaft data:**

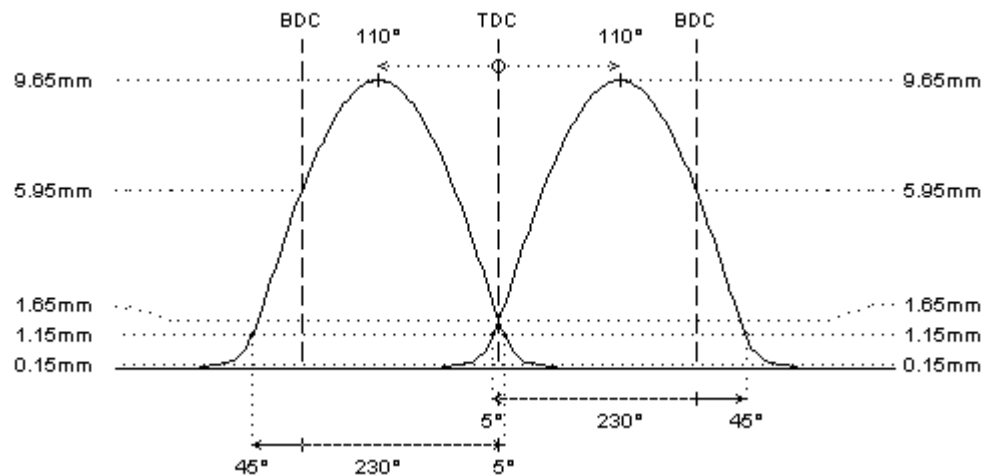
lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 268°	268°
duration @ 1.0mm	: 230°	230°
valve lift	: 9.65mm	9.65mm
cam lift	: 6.20mm	6.20mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 5° / 45°	45° / 5°
valve lift @ TDC	: 1.65mm	1.65mm

**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	: 32kg @ 39.5mm	: 32kg @ 39.5mm
max. load / lift	: 75kg @ 9.5mm	: 75kg @ 9.5mm

**REMARKS :**



**REMARKS :**

# 5500631

tarmac rally - race

Renault J6, J7

I-4cyl 2.0L 8v SOHC (RP/RP)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 323°	323°
duration @ 1.0mm	: 282°	282°
valve lift	: 12.90mm	12.90mm
cam lift	: 8.55mm	8.55mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 36° / 66°	66° / 36°
valve lift @ TDC	: 5.10mm	5.10mm

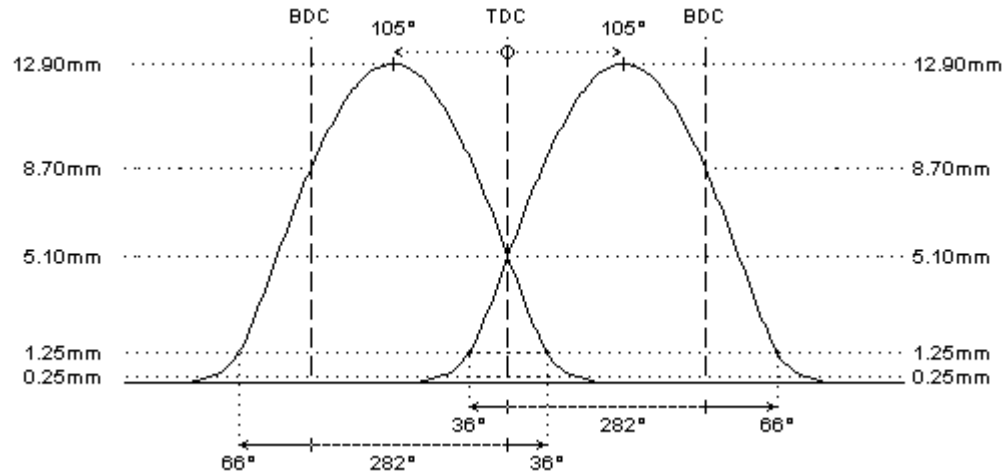
**parts setup:**

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-S99843	:  PAC-S99843
interior spring	:	:

fitted load / length	: 39kg @ 36.5mm	: 39kg @ 36.5mm
max. load / lift	: 95kg @ 13.0mm	: 95kg @ 13.0mm

**REMARKS :**

# check distance between valve seal and retainer to be at least 0.6mm #  
at full lift  
use additional spacer under lower retainer to obtain correct fitted  
length (approx. 3mm)



**REMARKS :**

- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
  - the camshafts 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 carburetors

# 5500632

tarmac rally - race

Renault J6, J7

I-4cyl 2.0L 8v SOHC (RP/RP)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 318°	318°
duration @ 1.0mm	: 273°	273°
valve lift	: 12.50mm	12.50mm
cam lift	: 8.30mm	8.30mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 32° / 61°	61° / 32°
valve lift @ TDC	: 4.55mm	4.55mm

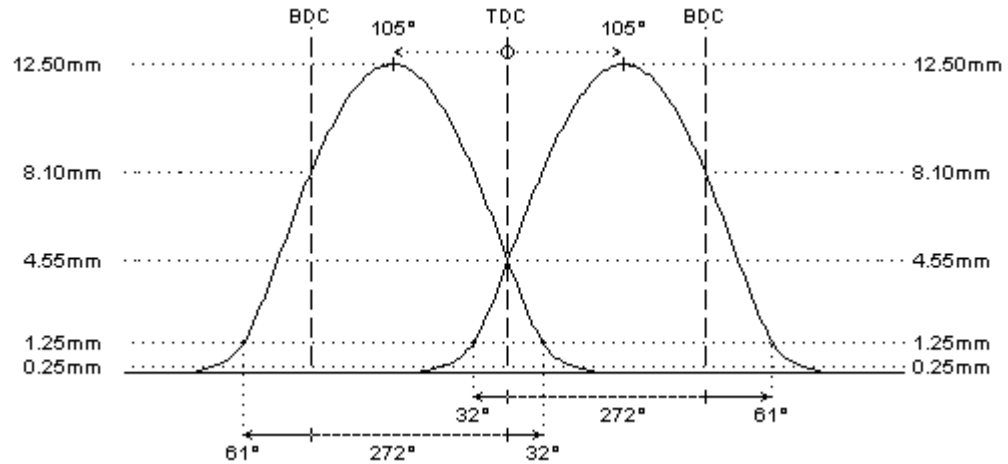
**parts setup:**

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-S99843	:  PAC-S99843
interior spring	:	:

fitted load / length	: 39kg @ 36.5mm	: 39kg @ 36.5mm
max. load / lift	: 95kg @ 13.0mm	: 95kg @ 13.0mm

**REMARKS :**

# check distance between valve seal and retainer to be at least 0.6mm #  
at full lift  
use additional spacer under lower retainer to obtain correct fitted  
length (approx. 3mm)



**REMARKS :**

- # 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

# 5500633

hot street - dirt track

Renault J6, J7

I-4cyl 2.0L 8v SOHC (RP/RP)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 309°	309°
duration @ 1.0mm	: 264°	264°
valve lift	: 11.90mm	11.90mm
cam lift	: 7.95mm	7.95mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 27° / 57°	57° / 27°
valve lift @ TDC	: 3.85mm	3.85mm

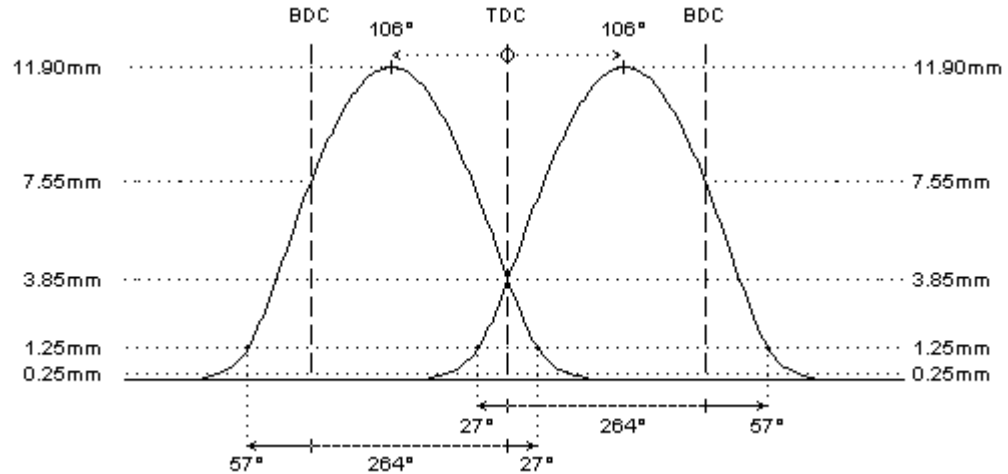
**parts setup:**

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-S99843	:  PAC-S99843
interior spring	:	:

fitted load / length	: 39kg @ 36.5mm	: 39kg @ 36.5mm
max. load / lift	: 95kg @ 13.0mm	: 95kg @ 13.0mm

**REMARKS :**

# check distance between valve seal and retainer to be at least 0.6mm #  
at full lift  
use additional spacer under lower retainer to obtain correct fitted  
length (approx. 3mm)



**REMARKS :**

- # 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 carburetors

# 5500634

hot street - dirt track

Renault J6, J7

I-4cyl 2.0L 8v SOHC (RP/RP)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 291°	291°
duration @ 1.0mm	: 251°	251°
valve lift	: 11.65mm	11.65mm
cam lift	: 7.60mm	7.60mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 15° / 56°	56° / 15°
valve lift @ TDC	: 2.90mm	2.90mm

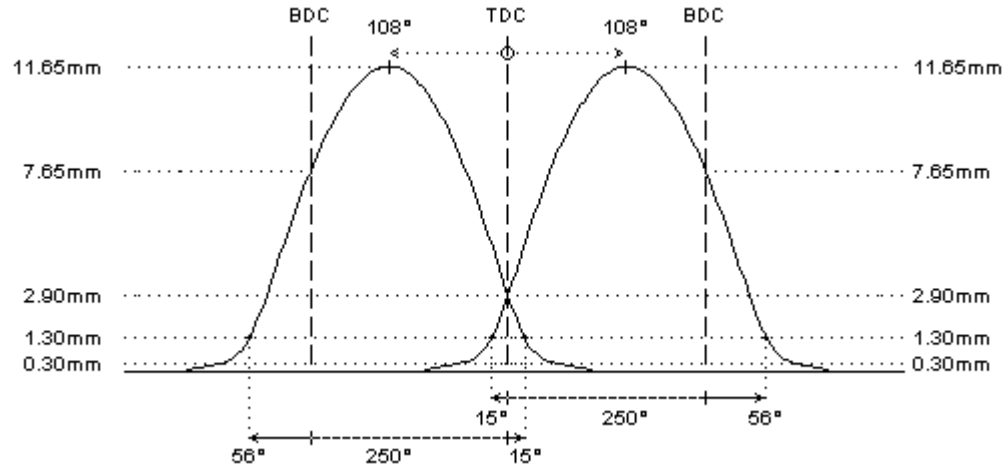
**parts setup:**

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-S99843	:  PAC-S99843
interior spring	:	:

fitted load / length	: 39kg @ 36.5mm	: 39kg @ 36.5mm
max. load / lift	: 95kg @ 13.0mm	: 95kg @ 13.0mm

**REMARKS :**

# check distance between valve seal and retainer to be at least 0.6mm #  
at full lift  
use additional spacer under lower retainer to obtain correct fitted  
length (approx. 3mm)



**REMARKS :**

- # 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

# 5500635

turbo conversion

Renault J6, J7

I-4cyl 2.0L 8v SOHC (RP/RP)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 291°	291°
duration @ 1.0mm	: 251°	251°
valve lift	: 11.65mm	11.65mm
cam lift	: 7.60mm	7.60mm
lobe angle	: 108°	116°
timing @ 1.0mm	: 15° / 56°	64° / 7°
valve lift @ TDC	: 2.90mm	1.95mm

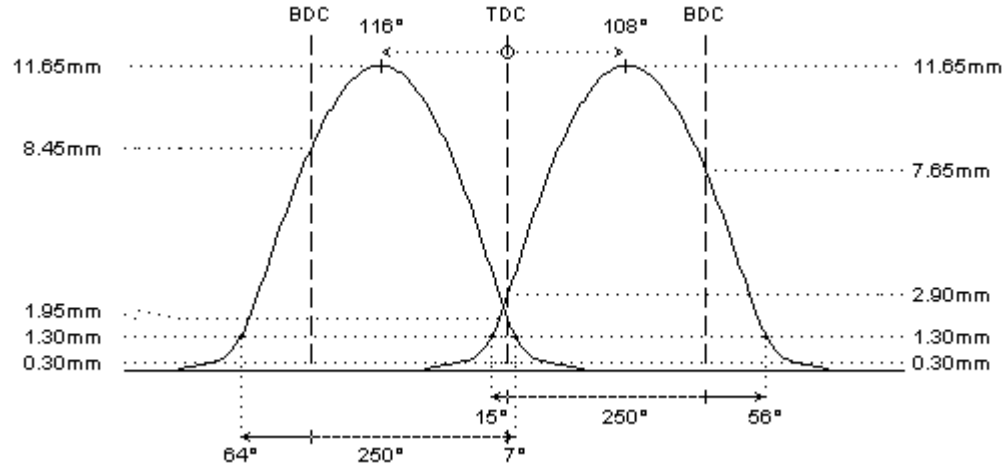
**parts setup:**

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-S99843	:  PAC-S99843
interior spring	:	:

fitted load / length	: 39kg @ 36.5mm	: 39kg @ 36.5mm
max. load / lift	: 95kg @ 13.0mm	: 95kg @ 13.0mm

**REMARKS :**

# check distance between valve seal and retainer to be at least 0.6mm #  
at full lift  
use additional spacer under lower retainer to obtain correct fitted  
length (approx. 3mm)



**REMARKS :**

- # 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
- # for TURBO conversion (atmospheric to turbo)