

1601519

turbo conversion

Nissan SR20DE (T) slipper rocker

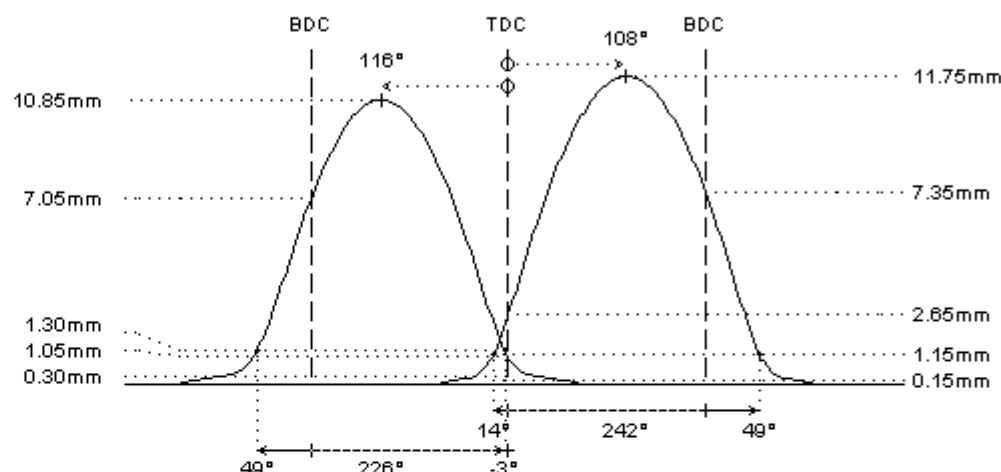
I-4cyl 2.0L 16v DOHC (RP/RP)



	intake	exhaust
camshaft data:		
lash ramp	: 0.15mm	0.30mm
duration @ 0.1mm	: 284°	266°
duration @ 1.0mm	: 243°	226°
valve lift	: 11.75mm	10.85mm
cam lift	: 7.50mm	7.00mm
lobe angle	: 108°	116°
timing @ 1.0mm	: 14° / 49°	49° / -3°
valve lift @ TDC	: 2.65mm	1.05mm
parts setup:		
cam wheels :	:	:
follower	: X N/A	: X N/A
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-S90010	: PAC-S90010
interior spring	:	:
fitted load / length	: 29kg @ 38.0mm	: 29kg @ 38.0mm
max. load / lift	: 88kg @ 13.0mm	: 88kg @ 13.0mm

REMARKS :

engine with hydraulic rocker arm studs. To use camshafts with mechanical profiles, mechanical studs MUST be used. In case of doubt, please contact your distributor

**REMARKS :**

- # camshaft only for use with **slipper rocker arms** (NO rollers!) and **without VVT system** on intake camshaft
- # 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
- # engine with hydraulic rocker arm studs. To use camshafts with mechanical profiles, mechanical studs MUST be used. In case of doubt, please contact your distributor
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for TURBO conversion (atmospheric to turbo)