

# 1601241

tarmac rally - race

Nissan CG13DE

I-4cyl 1.3L 16v DOHC (DTs/DTs)



## intake

## exhaust

### camshaft data:

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 277°	269°
duration @ 1.0mm	: 243°	236°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 16° / 47°	44° / 12°
valve lift @ TDC	: 3.20mm	2.65mm

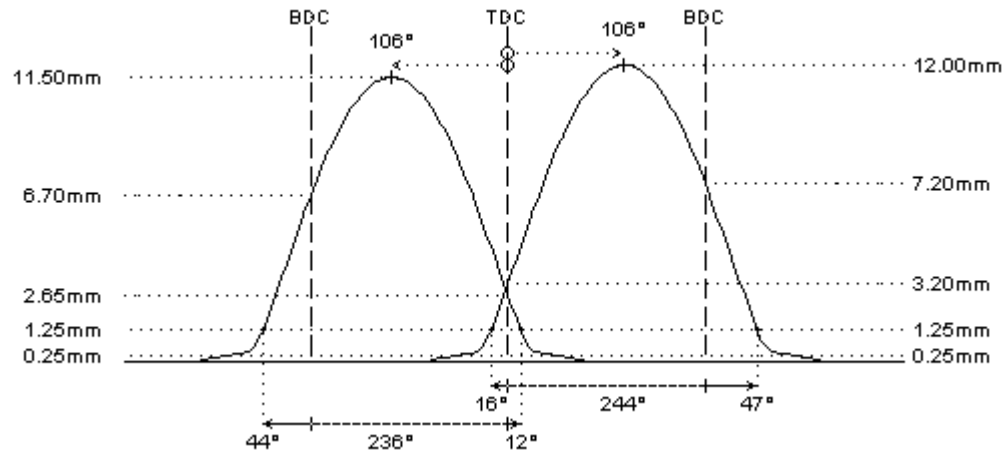
### parts setup:

cam wheels :	:	:
follower	: <b>CC060</b>	: <b>CC060</b>
valve lash	: <b>TS101</b>	: <b>TS101</b>
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	: <b>PAC-E19862</b>	: <b>PAC-E19862</b>
interior spring	:	:

fitted load / length	: 31kg @ 34.5mm	: 31kg @ 34.5mm
max. load / lift	: 88kg @ 13.0mm	: 88kg @ 13.0mm

### REMARKS :

# STD followers MUST be replaced by race followers [ref. CC060] with # effective contact area of 30mm  
check valve tip length above valve locks for correct lash cap fitting



### 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