

1602605

turbo conversion

Nissan SR20DE (T) slipper rocker + VVT

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



intake **exhaust**

camshaft data:

lash ramp	: hydro	hydro
duration @ 0.1mm	: 273°	255°
duration @ 1.0mm	: 228°	212°
valve lift	: 11.05mm	10.00mm
cam lift	: 7.10mm	6.50mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 4° / 44°	36° / -4°
valve lift @ TDC	: 1.40mm	0.70mm

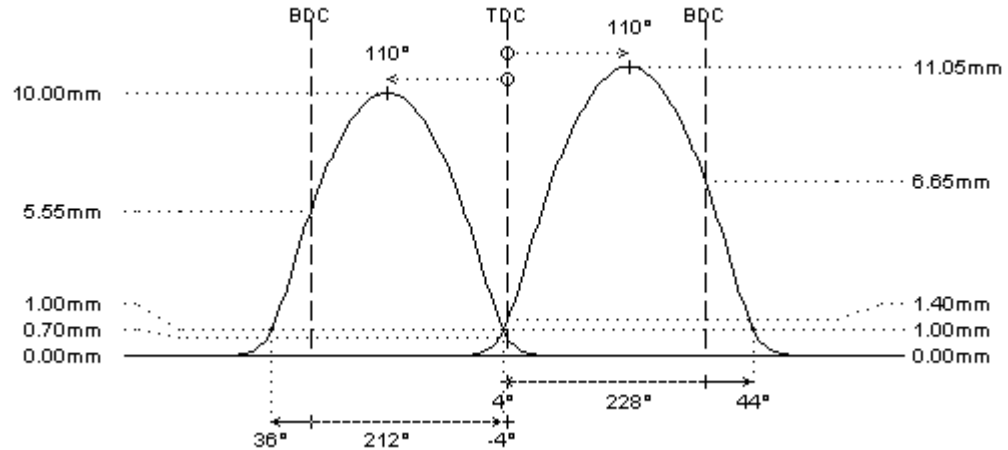
parts setup:

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	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

check std valve spring setup for coil bind length and use valve spring kit if required



REMARKS :

- # camshaft only for use with **slipper rocker arms** (NO rollers!) and **with VVT system** on intake camshaft
- # Valve lift and timing data are illustrated on a locked centerline. The VANOS system changes the centerlines and therefore the timing data and lift on TDC.
 - The centerline and TDC data should not be used when installing the camshaft with full cam intake retard (disengaged VANOS system)!!! WRONG INSTALLATION WILL CAUSE THE VALVES TO HIT THE PISTONS!!!
 - We insist to install the VANOS camshaft(s) in such way that the distance between valves and piston is at least 1mm at full advance of the intake (or full retard at the exhaust)
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for TURBO conversion (atmospheric to turbo)