

# 1600516

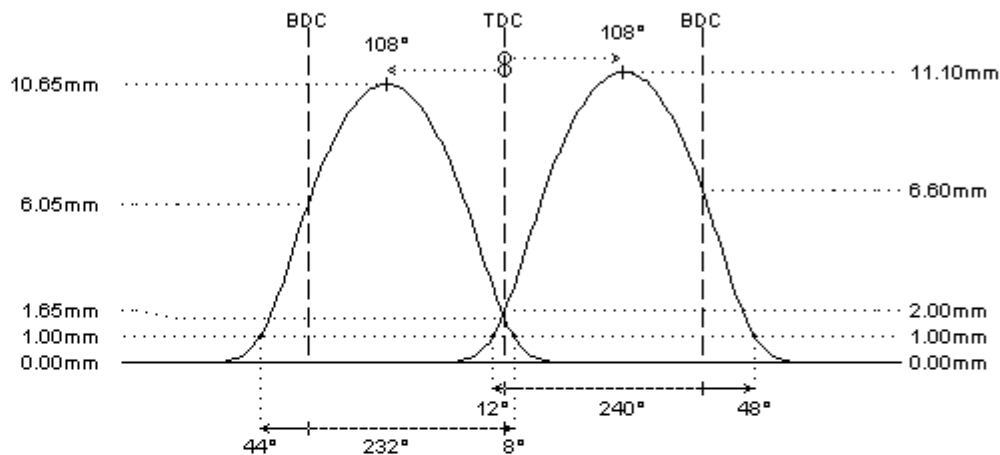
hot street - dirt track

Nissan SR20DE (T) roller rocker

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 289°	283°
duration @ 1.0mm	: 240°	232°
valve lift	: 11.10mm	10.65mm
cam lift	: 6.70mm	6.40mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 12° / 48°	44° / 8°
valve lift @ TDC	: 2.00mm	1.65mm
<b>parts setup:</b>		
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-S90010	:  PAC-S90010
interior spring	:	:
fitted load / length	: 29kg @ 38.0mm	: 29kg @ 38.0mm
max. load / lift	: 88kg @ 13.0mm	: 88kg @ 13.0mm



### REMARKS :

- # camshaft only for use with roller rocker arms (NO slipper followers!) 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
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors

REMARKS :