

# 1602602

sport

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°	266°
duration @ 1.0mm	: 228°	220°
valve lift	: 11.05mm	10.55mm
cam lift	: 7.10mm	6.80mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 4° / 44°	40° / -0°
valve lift @ TDC	: 1.40mm	1.00mm

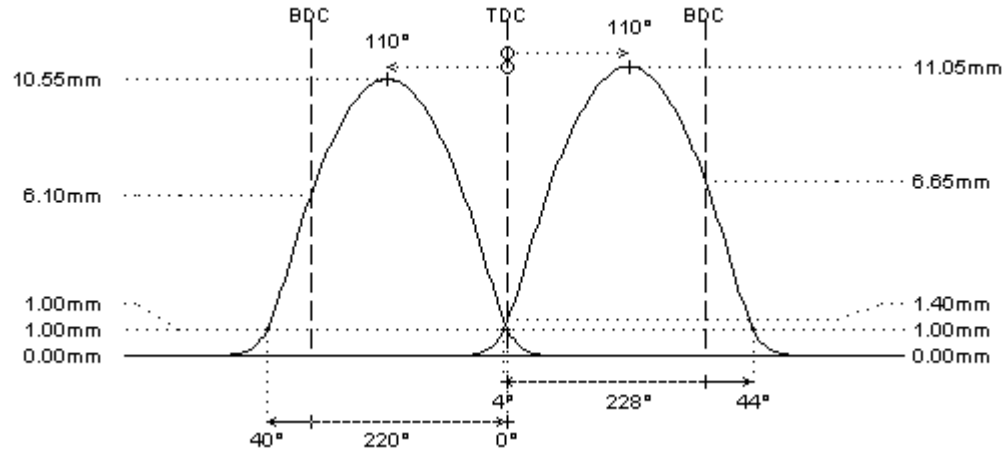
**parts setup:**

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)
- # ECU reprogramming required