YP CAMSHAFT INSTALLATION INSTRUCTIONS

Description

289 Degree 11.9mm Lift Cams for Nissan TB48. Appropriate for engines with minimal modifications, strong midrange and top end power. RANGE OF 3000–7200 RPM

Duration				**Valve Lift**		**Lobe Sep Angle**	**Valve Setting**	
Advertised		**@.050”**						
IN	EX	IN	EX	IN	EX		IN	EX
289˚	289˚	244˚	244˚	.469" 11.9mm	.469" 11.9mm	110˚	.012"	.014"

Installation instructions for the camshaft:

1. Before installation, completely clean the camshaft, including the oil passageways.

2. Check that the camshaft is the correct one. Make sure all lobes, gears, dowel pins, keyways, and cam angle sensors are in the same location by putting your new and old cams side by side. Verify that the camshaft's part number corresponds to the one on the timing card that came with the cam.

3. A professional must install and "dial in" YPerformance Cams.

4. For the removal, reinstallation, and torque settings of every component, according to the manufacturer's recommendations. When dialling in your camshaft and establishing valve lash—which might have altered from the manufacturer's setting—follow the instructions on the YPerformance Cams cam specs card.

5. Flat Tappet Cams. When using a brand-new or new ground camshaft, new lifters must be installed.

6. Check the wear on the rockers and followers. If the mating surfaces have any scuffing, replace the rockers or followers. These surfaces need to be finished with a fine surface.

7. Install your cam after applying the assembly lube to the camshaft lobes, distributor, and oil pump gears. Use engine oil solely on the journals; avoid using it on the cam lobes.

8. Use precise timing devices for racing. Look for any signs of wear on the distributor and oil pump driving gears that come into contact with the cam, and repair as necessary.

9. Use performance oil pump with 11 teeth (OEM Style). Make sure the oil pressure is over 30 psi @800RPM

10. The clearance between the inlet and exhaust valves, between the valve and the piston, between the valve and the block, and between all other valve train components will have changed.

11. Your cam's base circle diameter may have changed in some circumstances. Check the hydraulic lifter preload, the rocker shape, and the cam to rocker wipe pattern if this is the case.

12. Check every part of the valve train, including the camshafts, to make sure there is enough space between them and other engine parts like the cylinder heads and blocks.

13. It is crucial that the utilized valve springs have the proper open and close pressures as well as enough coil-binding clearance. Minimum valve spring coil bind clearance of.060 is advised. Additionally, make sure there is at least.060" of clearance between the valve spring retainer and the valve guide. It is advised to only run the cam in utilizing the outer springs in non-roller cam engines with hefty dual springs.

14. Use the normal timing markers to install the camshaft, then "dial in" your cam as shown below.

15. Locate TDC on the number 1 cylinder and mark this position on your degree wheel with a pointer.