

取扱説明書

INSTALLATION MANUAL

RB26 オイルギャラリーオリフィス

OIL GALLERY ORIFICE

品番 (PART NUMBER)	TB2040-NS05A
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適合 (APPLICATION)	RB26DETT
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日本語 *****2p

English *****3p

- この取扱説明書を良く読んでからお使いください
- 日産自動車の発行する整備要領書と併せてお使いください
- 取り付け後も大切に保管してください
- 販売店様で取り付けをされる場合は本書を必ずお客様へお渡しください

シリンダーヘッド構成部品の潤滑と、冷却のため供給されるエンジンオイルは、オイルギャラリー内のオリフィス(絞り)によって流量がコントロールされています。しかし、ノーマルではそのオリフィス内径が適正でないため、ヘッドへ過剰なオイルが供給されて下記の問題が発生します。

- (1) ブローバイガスの過多
- (2) オイルの吹き出し
- (3) バルブガイドからのオイル下がり
- (4) クランクジャーナルなどへのオイル供給不足
- (5) オイルパンのオイル不足による、横G下でのエアの吸い込み

TOMEIオイルギャラリーオリフィスは、N1やドラッグレース用エンジン開発における実績を基に、オリフィス内径をΦ1.5(ノーマルΦ2.0)に設定、カムシャフトやバルブリフター回りの潤滑を十分に確保しつつ、シリンダーヘッドに送るエンジンオイルを流量制限して、腰下への油量を増やし、上記の問題を著しく低減しました。(ブローバイガス過多はピストンの形状不良による、首振り現象から発生することが多いです。TOMEI三次元プロフィールピストンをお使いいただくことをお勧めします。)

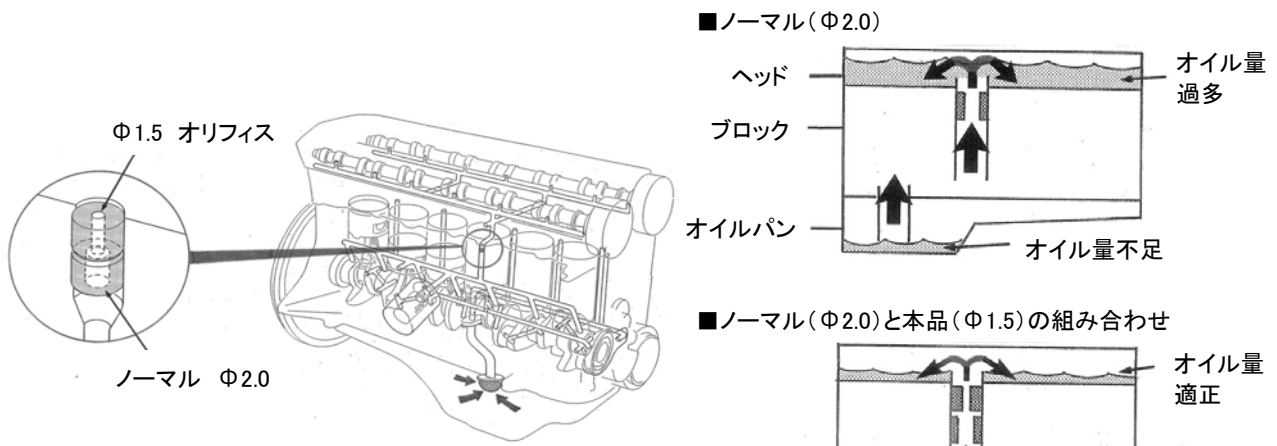
- Please carefully read this manual prior to installation.
- Please also refer to the NISSAN Service Manual with this Manual.
- After the installation has been completed please keep this manual for future reference.
- If the install was done in a shop please make sure to give this manual to the owner.

Any lubrication of the cylinder head components are supplied from the bottom section of the engine. The flow rate is controlled by the (aperture of the) oil gallery orifice. However, since the orifice inner diameter hole is only designed to suit the stock engines purpose, it is inadequate for the use of motorsport requirements. This is what happens when excessive oil is supplied to the head.

- (1) Excessive blow-by gases.
- (2) Excessive oil supply to the head.
- (3) Oil leaks from the Valve Guides.
- (4) Insufficient oil supply to the crank journals.
- (5) Insufficient oil supply in the sump causes the pickup to suck in air alone whilst G forces are applied to the vehicle.

Based on our experience in the development of both drag racing & N1 racing cars, we found that the (stock Φ2.0mm) Φ1.5mm inner diameter orifice was the optimal size. Whilst still being able to supply sufficient lubrication to the valve lifters around the camshafts. The TOMEI oil gallery orifice is designed to restrict the unwanted excess oil that is supplied to the cylinder head. This in turn, resolves various problems as listed above.

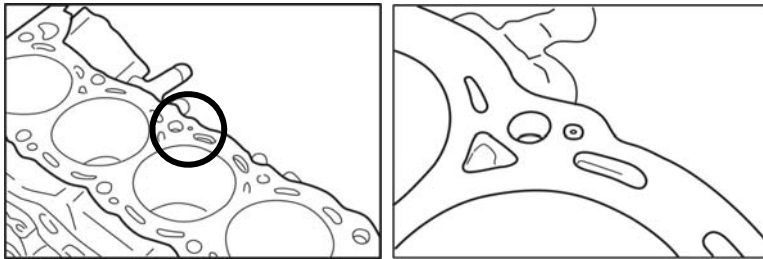
(Blow-by gases are mostly due to poor piston profile design. The TOMEI pistons are highly recommended due to the specific design of our piston profile.)



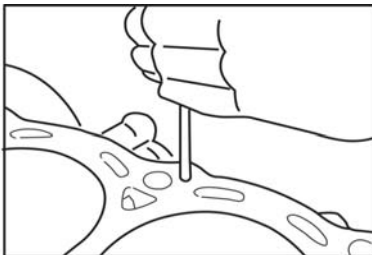
取り付け方法

(1) ノーマルオリフィス打ち込み

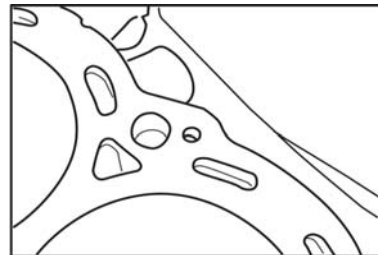
① ノーマルオリフィスの状態



② Φ5程度のピンポンチを用いて、ノーマルオリフィスを6ミリ打ち込む。

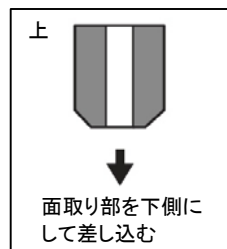
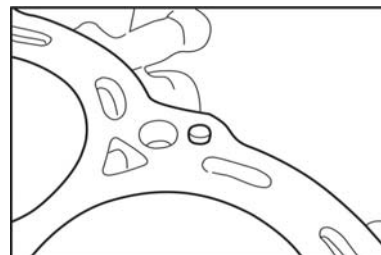


③ ノーマルオリフィスを打ち込んだ状態

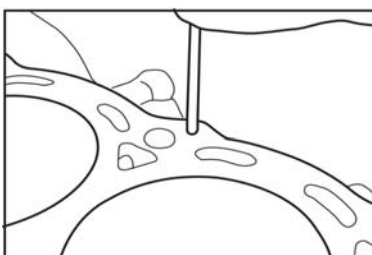


(2) Φ1.5 オリフィス打ち込み

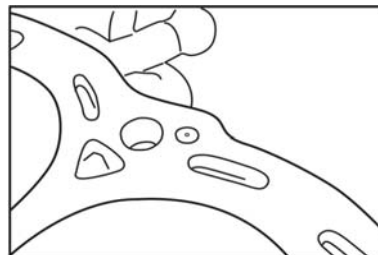
① 打ち込んだノーマルオリフィスの上に、Φ1.5 オリフィスを差し込む

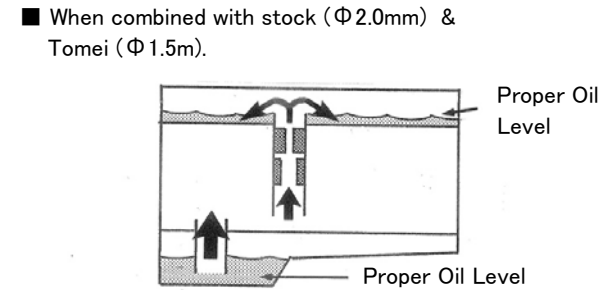
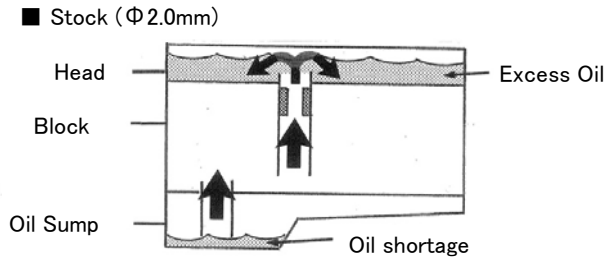
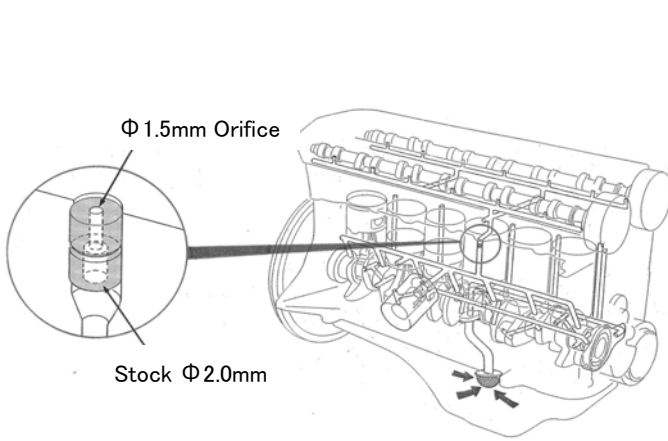


② ピンポンチを用いてΦ1.5のオリフィスを打ち込む



③ Φ1.5オリフィスを打ち込んだ状態

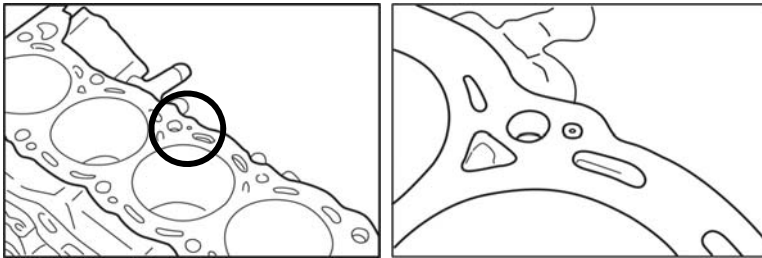




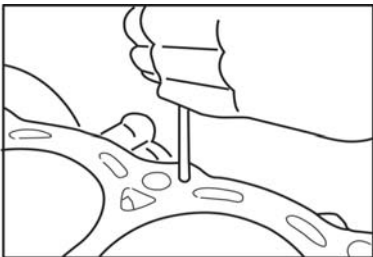
INSTALLATION

(1) With the stock orifice.

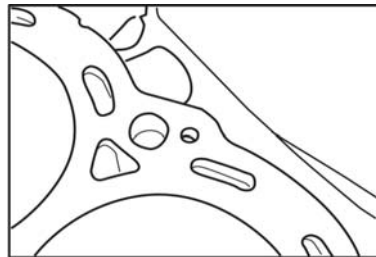
① State of the stock orifice.



② Use a 5mm pin punch tool to install the stock orifice 6mm deep.

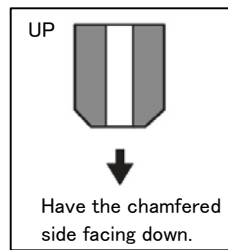
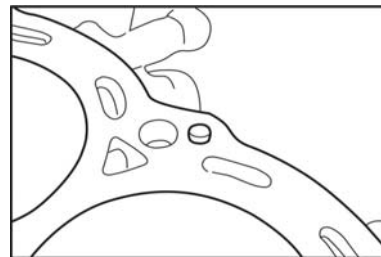


③ This is how it should look installed.

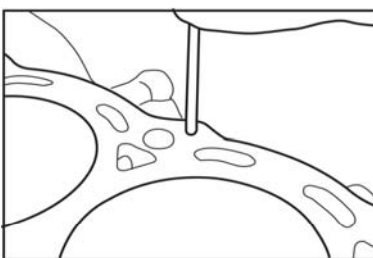


(2) Install the Φ1.5mm orifice.

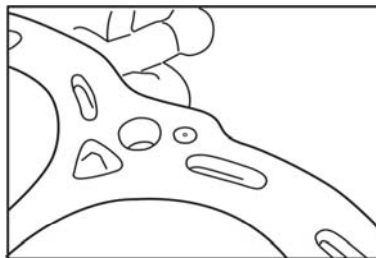
① Install the Tomei Φ1.5mm orifice on top of the stock orifice.



② Use the pin punch to install the Φ1.5mm Orifice.



③ The Φ1.5mm Orifice should be positioned flush with the deck surface.



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OPEN: Monday - Friday (National holidays and public holidays excluded).
10:00 - 19:00 PST

15年05月 オイルギャラリーオリフィス 取扱説明書 ATUM061Y0091
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