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Nissan h20 engine specs

Nissan Forklift H20 Engine: A Timeless Powerhouse The Nissan H20 engine model holds significant respect and credibility, thanks to its association with Nissan, a leading forklift engine manufacturer. To understand this powerful engine's appeal, it's essential to explore its key features and benefits. **A Legacy of Innovation** Considered one of the oldest and most trusted Nissan forklift engine models, the H20 is characterized by its unique thermostat placement, directly on top of the cylinder head. This design was later adopted by other manufacturers but only Nissan perfected it, ensuring minimal errors and maximum productivity and power. **Distinctive Oil Pan Depths** Each Nissan H20 engine model boasts two distinct oil pan depths: 4 1/2" and 6". The latter provides ample space for operators to optimize their material handling projects. The engine's cylinder head classification is also noteworthy, featuring a "two-bolt thermostat" and a "three-bolt thermostat". **Engine Performance** The Nissan H20 engine's power lies not only in its four cylinders but also in its carefully designed bolt holes, which provide stability and versatility. Additionally, the aluminum oil filter housing offers exceptional strength. Nissan's H20 engine model has been a game-changer in the forklift industry, offering solutions to clients that few other brands can match. The narrow aisle reach trucks and order pickers created by Nissan have achieved perfection, allowing them to solve construction problems and drive incredible market growth. One notable forklift model that showcases this engine's capabilities is the Nissan JP50 Forklift. This exceptional forklift features ergonomic design, safety features, and impressive performance and durability thanks to its H20 engine. The engine's independent float system (IFS) provides better control and reduces vibration, while the break and inching pedals mounted on the truck frame give drivers a better sense of direction and reduced pedal vibration. The JP50 also boasts a single lift/tilt lever that allows for simultaneous lifting and tilting, a rare feature in other forklifts. Additionally, this engine model provides fewer grease fittings for easier maintenance and a side thrust roller on the fork carriage for adjusted carriage access. Hydrostatic power steering reduces operator strain and stress while operating the vehicle. The low front cowl design with heel/toe pedal design is made possible by the perfect sync between the H20 engine and the forklift. The Nissan H20 Engine has earned its reputation as a reliable performer, making it an essential component in various industrial forklifts. **Specifications for Nissan H20 Engine** * Engine Type: 4-cylinder or 6-cylinder inline engine * Displacement: 1.5-3.0 liters (1,489-2,974 cc) * Configuration: + Inline-4 cylinder: 1.5-2.0 liters (1,489-1,989 cc) + Inline-6 cylinder: 2.5-3.0 liters (2,495-2,974 cc) * Engine Dimensions: + Cylinders: 73mm, 85mm, 87.2mm, and 92mm bore sizes + Piston stroke: 66mm, 83mm, 89mm, and 93mm **Torque Values** * Locations with corresponding torque values in ft-lbs (Ft. Lbs): + Oil Pan Drain Plug: 14-29 + Main Bearing Caps: 72-79 + Oil Pump Bolt: 15-25 + ... (list of various bolts and nuts with corresponding torque values) **Engine Components** * Camshaft: + Rear Journal Diameter: 1.6228-1.6233 in. + Front Journal Diameter: 1.7887-1.7892 in. + End Play: 0.0020-0.0110 in. * Crankshaft: + Rod Journal Diameter: 2.0457-2.0462 in. + Main Journal Diameter: 2.4780-2.4785 in. + End play: 0.0020-0.0071 in. * Pistons: + P. Diameter: 3.4325-3.4344 in. + Cyl. Bore Clearance: 0.0010-0.0018 in. * Rings: + Side Clearance-Top: 0.0016-0.0029 in. + Ring Gap-Top: 0.0098-0.0157 in. **Valves and Valve Train** * Valves: + Exhaust Length: 4.35-4.37 in. + Intake Length: 4.33-4.35 in. + Exhaust Stem Diameter: 0.3396-0.3402 in. * Valvetrain: OHV (pushrod) with aluminum head on later models. Note that the original text is quite technical and detailed, so this paraphrased version only covers the main points and omits some of the finer details. The Nissan G engine series originated with the 1H, an all-iron, OHV engine used in Austin-powered vehicles. Later versions were replaced by the H engines, which became more compact and widely used in various Nissan models, including forklifts. The basic H engine produced 92 horsepower and was used from 1962 to 1983. Subsequent versions of the H engine family included the H20, H20-II, and H25. The H20 produced around 99 horsepower and was used in several Nissan models, while the H20-II and H25 were also used in forklifts. A LPG-powered version of the H20, known as the H20P, was introduced. Other notable members of the H engine family include the SD diesel series, which is based on the original H engines but with a different design and application. The 1H is distinct from later H engines, such as the H25, which was developed as a high-output version of the H20-II. Throughout its production history, the H engine family has been used in various Nissan models, including passenger cars, trucks, forklifts, and machinery. The H20 engine was developed from an arrangement of R/H16 components. The resulting engine featured a 87.2mm x 66.8mm bore and stroke, displacing 1.6L of air-fuel mixture. It produced 96 horsepower and 103 lb-ft of torque with a 9:1 compression ratio. The U20 engine was similar to the H20 but had an SOHC cylinder head designed for motorsports applications. The U20 was produced in two versions, one with 135 horsepower and another with 150 horsepower. The K engine, produced from 1963-1965, was a 2.8L straight-6 engine that added two extra cylinders to the H engine design. It produced 113 horsepower at 4,400 rpm. The H30 engine, introduced in 1965, was a 3.0L straight-6 version of the H20 engine with two extra cylinders. It produced output ranging from 120 to 130 horsepower and 163 lb-ft of torque. The Nissan G engine family includes several variants, including the U20, K, and H30 engines, which were used in various Nissan models such as the Datsun Sports, Nissan Bluebird, and Nissan President. Given article text here Ring gap-Oil .0118-.0354 CRANKSHAFT Main journal dia. 2.4780-2.4785 Rod journal dia. 2.0457-2.0462 Main run clearance .0008-.0024 Rod run clearance .0004-.0026 End play .0020-.0071 CAMSHAFT Front journal dia. 1.7887-1.7892 End play .0020-.0110 Center journal dia. 1.7282-1.7287 Rear journal dia. 1.6228-1.6233 VALVES Intake length 4.33-4.35 Exhaust length 4.35-4.37 Intake stem dia. .3408-.3413 Exhaust stem dia. .3396-.3402 Intake head dia. 1.654 Exhaust head dia. 1.26 Intake face angle 45 deg. 30 sec. Exhaust face angle 45 deg. 30 sec. Intake clearance .015 hot Exhaust clearance .015 hot

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