

2501101

hot street - dirt track

Honda D16A6

I-4cyl 1.6L 16v SOHC



	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 262°	262°
duration @ 1.0mm	: 220°	220°
valve lift	: 10.50mm	10.50mm
cam lift	: 6.50mm	5.60mm
lobe angle	: 110°	110°
timing @ 1.0mm	: -0° / 40°	40° / -0°
valve lift @ TDC	: 1.30mm	1.30mm

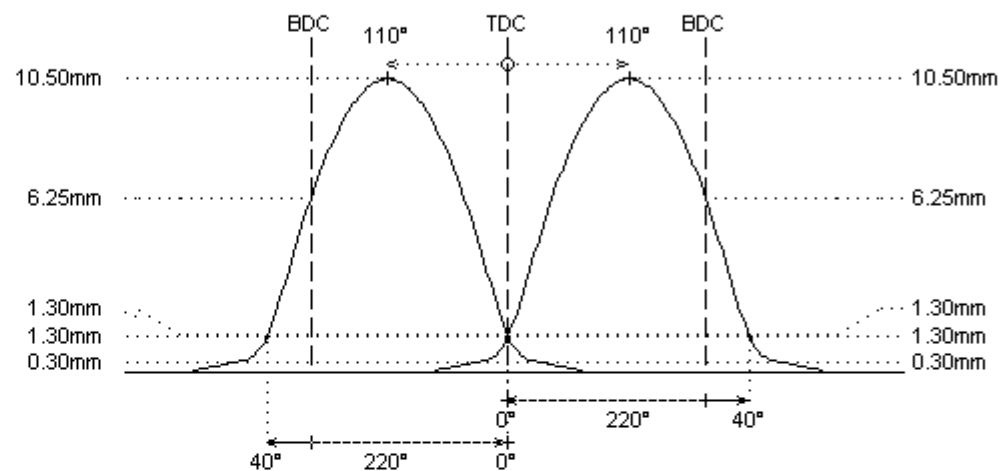
parts setup:

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	: 15kg @ 42.9mm	: 13kg @ 45.2mm
max. load / lift	: 60kg @ 12.0mm	: 64kg @ 12.0mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised



REMARKS :

- # These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used
- # Distance between valve and piston should be 1.0mm at least:
 - check 5-15° after TDC on intake
 - check 5-15° before TDC on exhaustMachine pistons if required. Wrong installation can cause severe engine damage!
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors