

2501114

tarmac rally - race

Honda D16A6

I-4cyl 1.6L 16v SOHC



	intake	exhaust
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camshaft data:

lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 294°	286°
duration @ 1.0mm	: 252°	244°
valve lift	: 11.50mm	11.25mm
cam lift	: 7.10mm	5.95mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 52°	48° / 16°
valve lift @ TDC	: 3.60mm	3.15mm

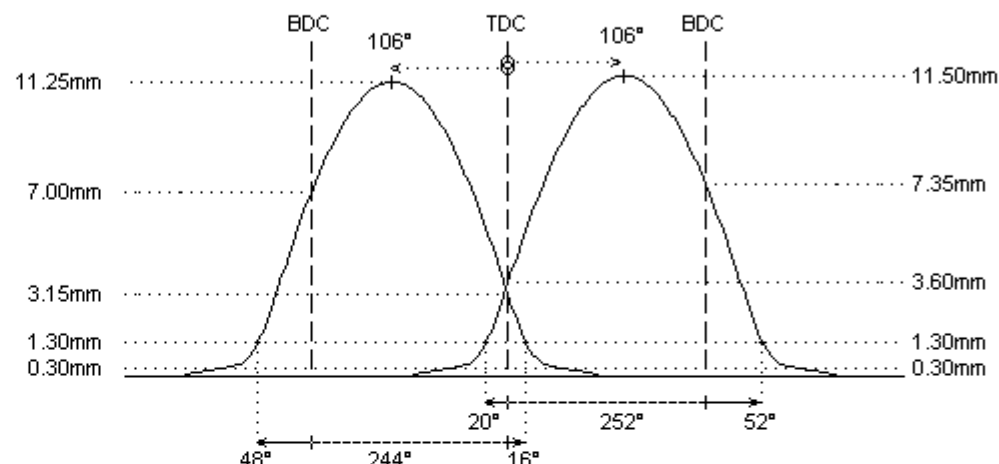
parts setup:

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	: 99351/s	: 99352/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S90015	: PAC-S90015
interior spring	:	:

fitted load / length	: 28kg @ 38.5mm	: 28kg @ 38.5mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 13.5mm

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
- # if required, use extra shims to increase spring load
- # double spring PAC-D19864 can also be used on retainers 99351 and 99352 (requires dedicated lower retainer and valve seal)

**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
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors