

2501117

turbo conversion

Honda D16A6

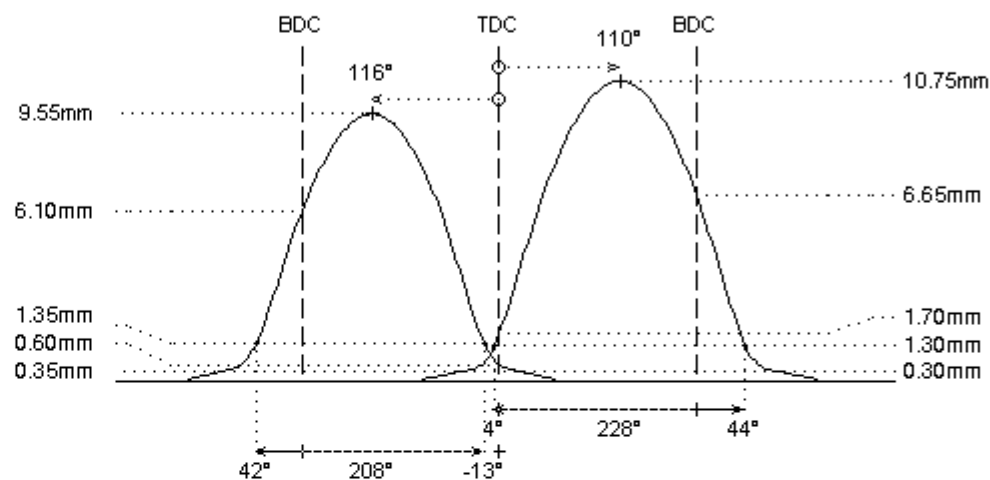
I-4cyl 1.6L 16v SOHC



	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 270°	257°
duration @ 1.0mm	: 228°	210°
valve lift	: 10.75mm	9.55mm
cam lift	: 6.65mm	5.15mm
lobe angle	: 110°	116°
timing @ 1.0mm	: 4° / 44°	43° / -13°
valve lift @ TDC	: 1.70mm	0.60mm
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
- # 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
- # for TURBO conversion (atmospheric to turbo)