

2501404

hot street - dirt track

Honda F20C

I-4cyl 2.0L 16v DOHC



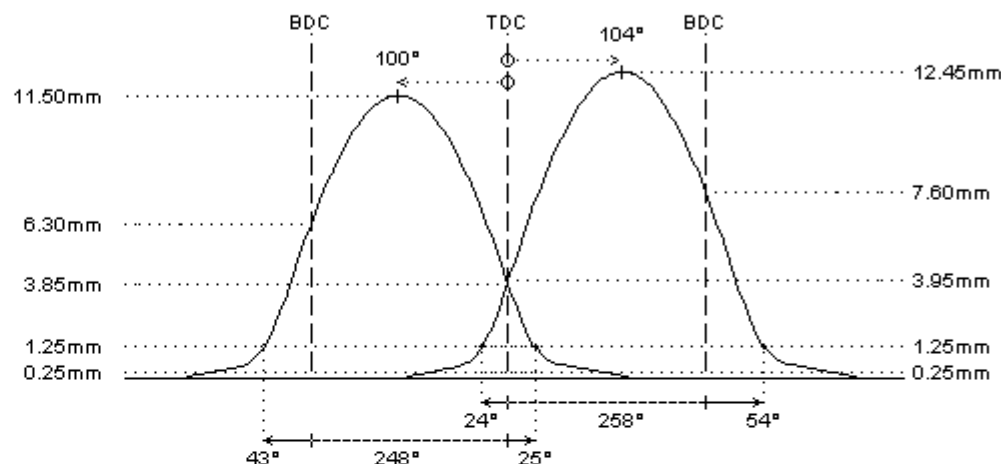
camshaft data:

	intake	exhaust
lash ramp	: 0.25mm	: 0.25mm
duration @ 0.1mm	: 339° (303-303)	: 328° (304-304)
duration @ 1.0mm	: 258° (218-218)	: 248° (219-219)
valve lift	: 12.45mm (10.95-10.95)	: 11.50mm (11.00-11.00)
cam lift	: 7.20mm (6.35-6.35)	: 6.65mm (6.35-6.35)
lobe angle	: 104° (100-100)	: 100° (104-104)
timing @ 1.0mm	: 24° / 54°	: 43° / 25°
valve lift @ TDC	: 3.95mm (1.95-1.95)	: 3.85mm (1.70-1.70)

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	: 29kg @ 0.0mm	: 29kg @ 0.0mm
max. load / lift	: 85kg @ 13.0mm	: 83kg @ 12.0mm

REMARKS :



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- # check interference between cam and rocker arm, modify rocker arm if required
- # STD valve springs can be used until STD rpm limit
- # This engine is very sensitive on valve clearance. A valve clearance that is too big will result in poor performance, damage to valve and valve seat, and ultimately possible breaking of the valve.
The optimum cold setting is usually around 0.20mm (intake-exhaust). Don't exceed the valve clearance data as indicated in the Honda workshop manual.