

2501406

full race

Honda F20C

I-4cyl 2.0L 16v DOHC



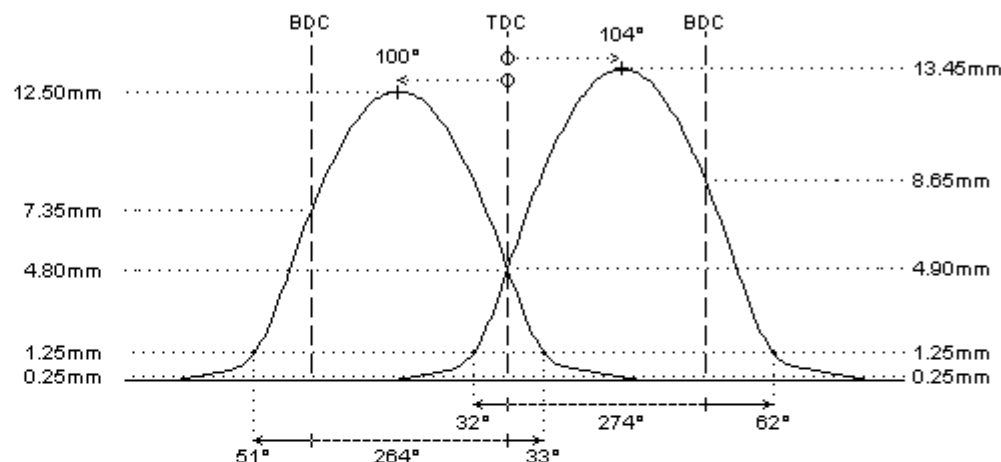
intake	exhaust
camshaft data:	
lash ramp	: 0.25mm : 0.25mm
duration @ 0.1mm	: 363° (314-314) : 352° (314-314)
duration @ 1.0mm	: 274° (228-228) : 264° (225-225)
valve lift	: 13.45mm (11.45-11.45) : 12.50mm (11.50-11.50)
cam lift	: 7.80mm (8.65-8.65) : 7.15mm (8.65-8.65)
lobe angle	: 104° (100-100) : 100° (104-104)
timing @ 1.0mm	: 32° / 62° : 51° / 33°
valve lift @ TDC	: 4.90mm (2.30-2.30) : 4.80mm (1.95-1.95)

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	: 99356/s	: 99356/s
lower retainer	: remove	: remove
exterior spring	: PAC-E15009	: PAC-E15009
interior spring	: PAC-I15009	: PAC-I15009
fitted load / length	: 30kg @ 35.7mm	: 30kg @ 35.7mm
max. load / lift	: 108kg @ 14.0mm	: 108kg @ 14.0mm

REMARKS :

Replace lower retainer with flat shim of approximately 1mm thickness.



REMARKS :

- # check interference between cam and rocker arm, modify rocker arm if required
- # Around the year 2004, Honda changed the valve locks and spring retainers for the K20 and F20 DOHC engines. The older engines have a combination with a 1:4 angle, the more recent engines have a 1:5 angle. The new valve locks can be recognized by 4 arrows on the top surface, the retainers have 2 dots on the top surface. Please make sure to order the correct parts.
Cat Cams retainer for old type (1:4): 99356/S
Cat Cams retainer for new type (1:5): 99485/S
- # 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.