

2501480

turbo conversion

Honda F20C

I-4cyl 2.0L 16v DOHC

**intake****exhaust****camshaft data:**

lash ramp	: 0.30mm	: 0.30mm
duration @ 0.1mm	: 308° (277-277)	: 297° (259-259)
duration @ 1.0mm	: 255° (228-228)	: 239° (210-210)
valve lift	: 13.05mm (10.50-10.50)	: 11.40mm (9.50-9.50)
cam lift	: 7.55mm (6.10-6.10)	: 6.55mm (5.55-5.55)
lobe angle	: 110° (110-110)	: 120° (120-120)
timing @ 1.0mm	: 18° / 57°	: 58° / 1°
valve lift @ TDC	: 3.25mm (1.70-1.70)	: 1.40mm (0.55-0.55)

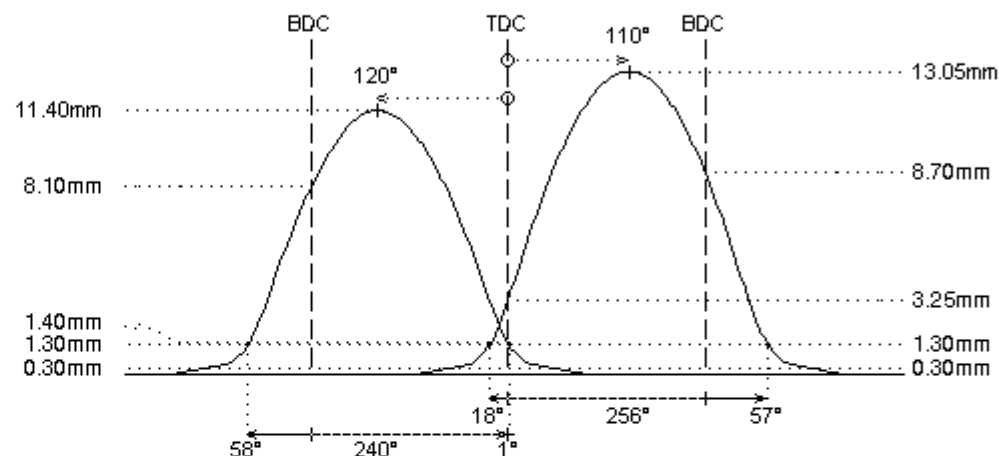
parts setup:

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.
- # Spacer 93-25003 replaces the vtec rocker arm.

**REMARKS :**

- # check interference between cam and rocker arm, modify rocker arm if required
- # 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.
- # for TURBO conversion (atmospheric to turbo)