

# 2501913

hot street - dirt track

Honda K20A

I-4cyl 2.0L 16v DOHC (RPR/RPR)

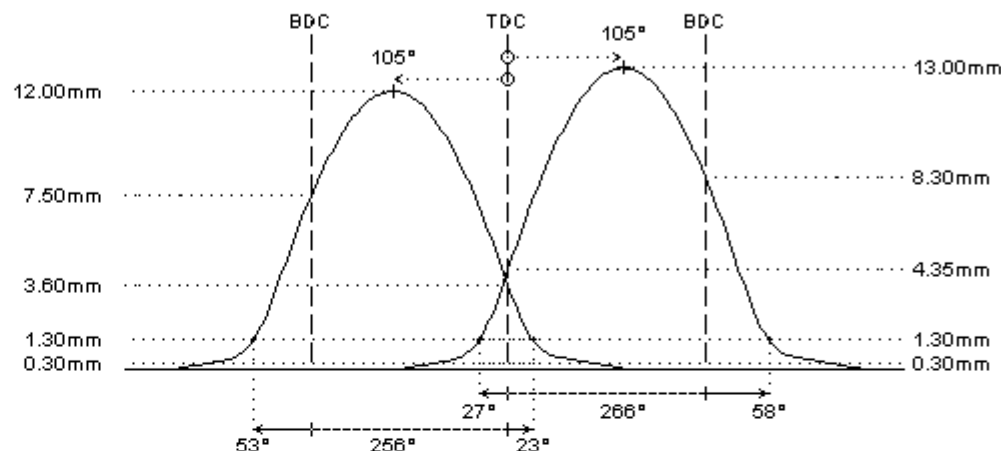


	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.30mm	: 0.30mm
duration @ 0.1mm	: 340° (304-304)	: 329° (304-304)
duration @ 1.0mm	: 265° (225-225)	: 256° (225-225)
valve lift	: 13.00mm (11.50-11.50)	: 12.00mm (11.50-11.50)
cam lift	: 7.50mm (6.65-6.65)	: 6.90mm (6.65-6.65)
lobe angle	: 105° (110-110)	: 105° (110-110)
timing @ 1.0mm	: 27° / 58°	: 53° / 23°
valve lift @ TDC	: 4.35mm (1.45-1.45)	: 3.60mm (1.50-1.50)

### 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	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E15009	:  PAC-E15009
interior spring	:  PAC-I15009	:  PAC-I15009
fitted load / length	: 31kg @ 35.0mm	: 31kg @ 35.0mm
max. load / lift	: 107kg @ 14.0mm	: 107kg @ 14.0mm

### REMARKS :



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- # -Use adjustable sprocket "TH0025" to disable the intake VVT system  
-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 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
- # Valve lift and timing data are illustrated on a locked centerline. The VANOS system changes the centerlines and therefore the timing data and lift on TDC.
  - The centerline and TDC data should not be used when installing the camshaft with full cam intake retard (disengaged VANOS system)!!! WRONG INSTALLATION WILL CAUSE THE VALVES TO HIT THE PISTONS!!!
  - We insist to install the VANOS camshaft(s) in such way that the distance between valves and piston is at least 1mm at full advance of the intake (or full retard at the exhaust)
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or

ii. ONEP 101 use in competition engines with independent engine management (in static position category of carburetors)