

2501960

turbo conversion

Honda K20A

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



camshaft data:

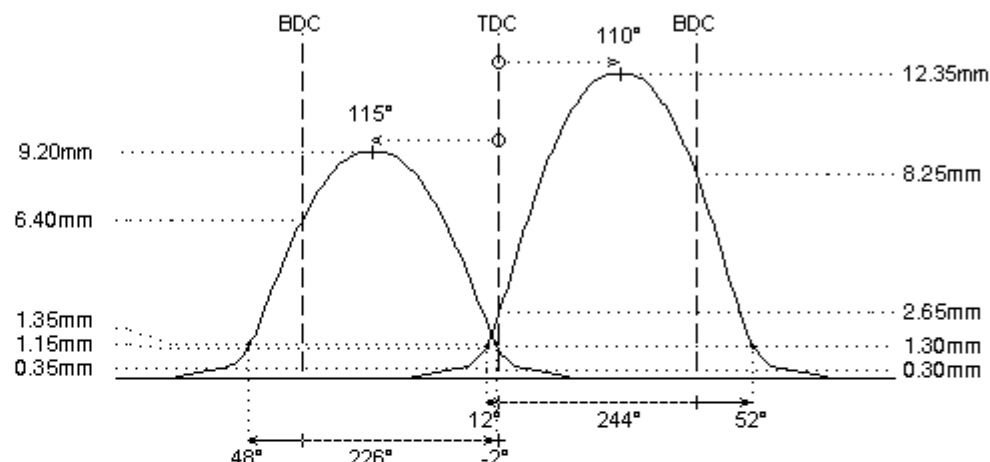
	intake	exhaust
lash ramp	: 0.30mm	: 0.35mm
duration @ 0.1mm	: 293° (255-255)	: 264° (250-250)
duration @ 1.0mm	: 244° (204-204)	: 226° (188-188)
valve lift	: 12.35mm (8.90-8.90)	: 9.20mm (8.70-8.70)
cam lift	: 7.15mm (5.20-5.20)	: 5.35mm (5.10-5.10)
lobe angle	: 110° (110-110)	: 115° (115-115)
timing @ 1.0mm	: 12° / 52°	: 48° / -2°
valve lift @ TDC	: 2.65mm (0.75-0.75)	: 1.15mm (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 :	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
- # for TURBO conversion (atmospheric to turbo)