

2501967

tarmac rally - race

Honda K20A

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



intake

exhaust

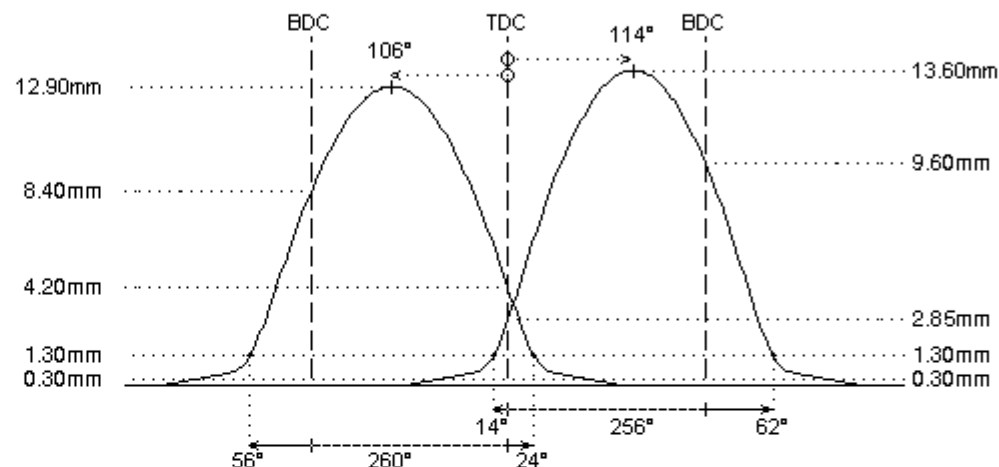
camshaft data:

lash ramp	: 0.30mm	: 0.30mm
duration @ 0.1mm	: 332° (278-278)	: 336° (278-278)
duration @ 1.0mm	: 256° (237-237)	: 260° (227-227)
valve lift	: 13.60mm (10.80-10.80)	: 12.90mm (10.55-10.55)
cam lift	: 7.85mm (6.25-6.25)	: 7.40mm (6.10-6.10)
lobe angle	: 114° (114-114)	: 106° (108-108)
timing @ 1.0mm	: 14° / 62°	: 56° / 24°
valve lift @ TDC	: 2.85mm (1.70-1.70)	: 4.20mm (2.05-2.05)

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 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
- # 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 carburetors