

2501975

hot street - dirt track

Honda K20A

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



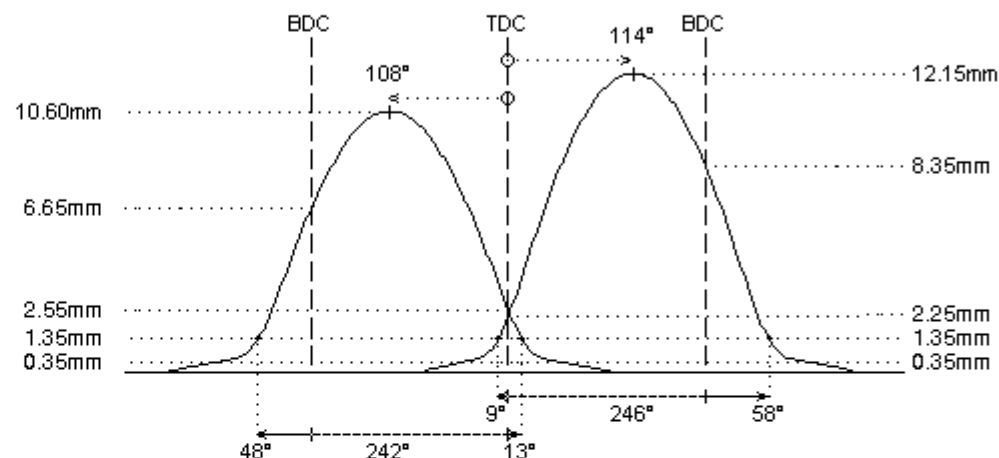
camshaft data:

	intake	exhaust
lash ramp	: 0.35mm	: 0.35mm
duration @ 0.1mm	: 306° (292-292)	: 303° (280-280)
duration @ 1.0mm	: 247° (228-228)	: 241° (214-214)
valve lift	: 12.15mm (11.25-11.25)	: 10.60mm (10.25-10.25)
cam lift	: 7.00mm (6.50-6.50)	: 6.15mm (5.95-5.95)
lobe angle	: 114° (114-114)	: 108° (108-108)
timing @ 1.0mm	: 9° / 58°	: 48° / 13°
valve lift @ TDC	: 2.25mm (1.30-1.30)	: 2.55mm (1.30-1.30)

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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	: O.E.M.
fitted load / length	: 32kg @ 40.5mm	: 33kg @ 40.5mm
max. load / lift	: 82kg @ 12.5mm	: 86kg @ 11.5mm

REMARKS :



REMARKS :

- # -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.
- # ECU reprogramming advised