

2501976

full race

Honda K20A

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



intake

exhaust

camshaft data:

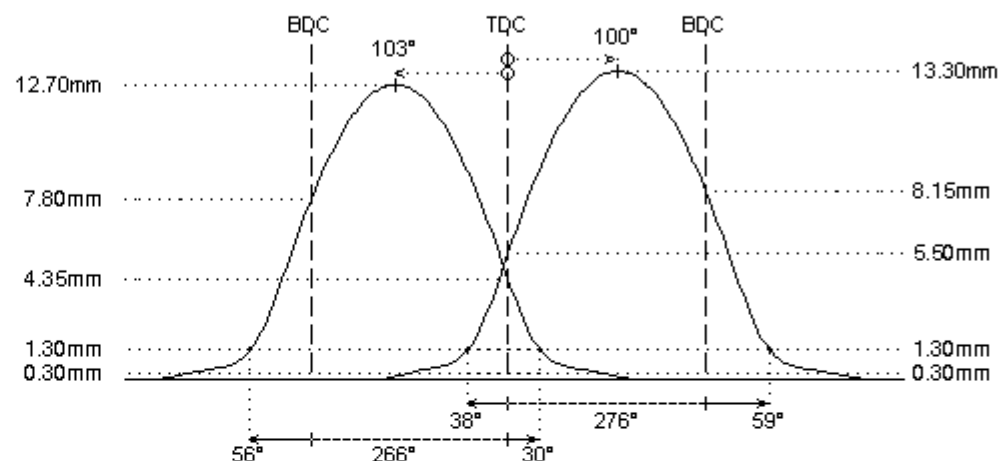
lash ramp	: 0.30mm	: 0.30mm
duration @ 0.1mm	: 367° (274-274)	: 356° (278-278)
duration @ 1.0mm	: 277° (232-232)	: 266° (227-227)
valve lift	: 13.30mm (12.00-12.00)	: 12.70mm (10.55-10.55)
cam lift	: 7.65mm (6.95-6.95)	: 7.30mm (6.10-6.10)
lobe angle	: 100° (105-105)	: 103° (105-105)
timing @ 1.0mm	: 38° / 59°	: 56° / 30°
valve lift @ TDC	: 5.50mm (2.45-2.45)	: 4.35mm (2.15-2.15)

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