

2503004

tarmac rally - race

Honda L15A1 109 hp (VTEC)

I-4cyl 1.5L 16v SOHC (RPR/RPR)



intake

exhaust

camshaft data:

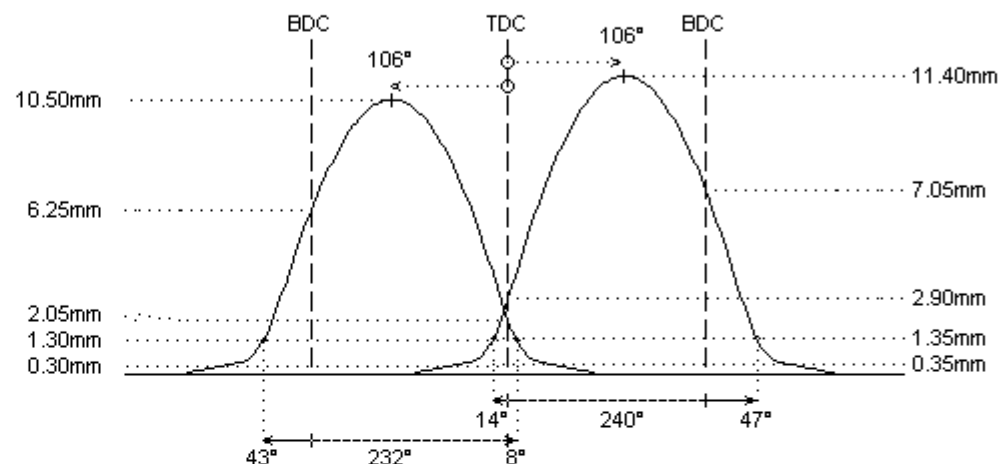
lash ramp	: 0.35mm	0.30mm
duration @ 0.1mm	: 283°	285°
duration @ 1.0mm	: 241°	231°
valve lift	: 11.40mm	10.50mm
cam lift	: 6.35mm	6.10mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 14° / 47°	43° / 8°
valve lift @ TDC	: 2.90mm	2.05mm

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	: 99446/s	: 99446/s
lower retainer	: 99447/O	: 99447/O
exterior spring	: PAC-S90013	: PAC-S90013
interior spring	:	:

fitted load / length	: 24kg @ 34.0mm	: 24kg @ 34.0mm
max. load / lift	: 70kg @ 12.0mm	: 70kg @ 12.0mm

REMARKS :



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- # camshafts for use in early L15A engine with separate exhaust header
- # 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
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors