

2503405

turbo conversion

Honda F20C

I-4cyl 2.0L 16v DOHC

**intake****exhaust****camshaft data:**

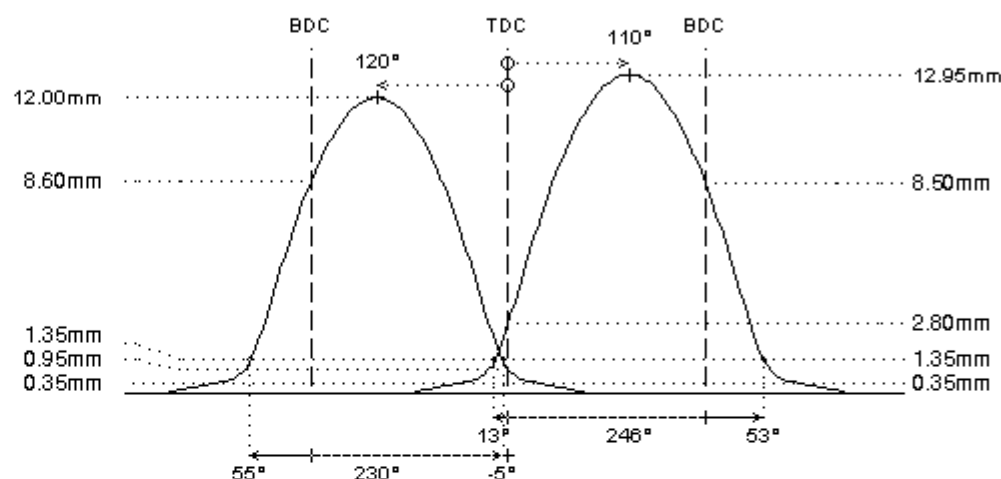
lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 299°	284°
duration @ 1.0mm	: 246°	230°
valve lift	: 12.95mm	12.00mm
cam lift	: 7.50mm	6.90mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 13° / 53°	55° / -5°
valve lift @ TDC	: 2.80mm	0.95mm

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	: remove	: remove
exterior spring	: PAC-E15009	: PAC-E15009
interior spring	: PAC-I15009	: PAC-I15009
fitted load / length	: 30kg @ 35.7mm	: 30kg @ 35.7mm
max. load / lift	: 108kg @ 14.0mm	: 108kg @ 14.0mm

REMARKS :

- # Replace lower retainer with flat shim of approximately 1mm thickness.
- # Spacer 93-25003 replaces the vtec rocker arm.

**REMARKS :**

- # Camshafts for use without Vtec system, using outer cam lobes and outer rocker arms only:
 - the Vtec rocker arm is replaced by a spacer (available)
 - profiles with a more aggressive design to fully exploit the more stable valve train
 - check interference between cam and rocker arm, modify rocker arm if required
 - Leave the VTEC solenoid constantly in the "VTEC ON" position (high oil pressure) to allow sufficient oil supply to the complete cylinder head.
- # 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
- # for TURBO conversion (atmospheric to turbo)