

2503603

turbo conversion

Honda B16A

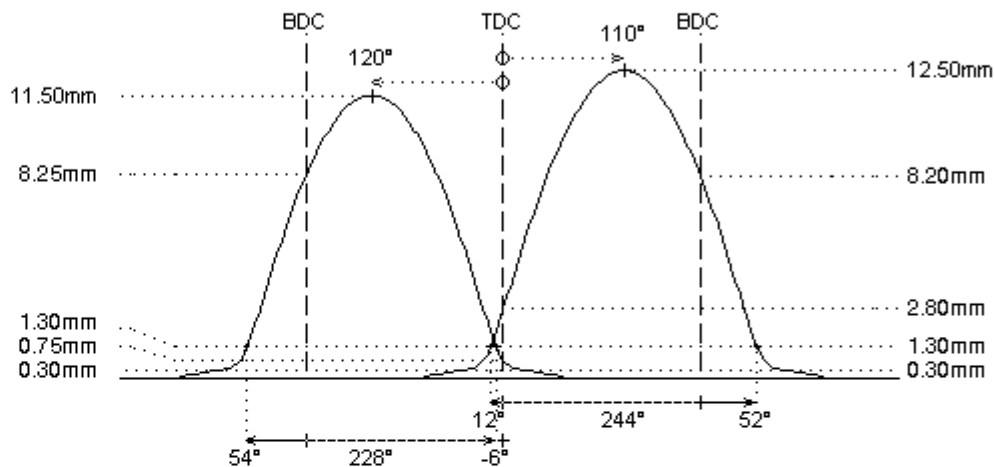
I-4cyl 1.6L 16v DOHC (RP/RP)



	intake	exhaust
camshaft data:		
lash ramp	: 0.28mm	0.28mm
duration @ 0.1mm	: 280°	264°
duration @ 1.0mm	: 244°	228°
valve lift	: 12.50mm	11.50mm
cam lift	: 8.00mm	7.45mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 12° / 52°	54° / -6°
valve lift @ TDC	: 2.80mm	0.75mm
parts setup:		
cam wheels :	: CTH0110	: CTH0110
follower	: INFO	: INFO
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	: 99375/s	: 99375/s
lower retainer	: remove	: remove
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009
fitted load / length	: 32kg @ 34.0mm	: 32kg @ 34.0mm
max. load / lift	: 104kg @ 14.5mm	: 104kg @ 14.5mm

REMARKS :

- # 16x CAT023 rocker arm
- # 8x CAT023-R 23 spacer



REMARKS :

- # - VTEC Eliminator system
- extra long contact area for higher lift / duration ratio
- coated billet rocker arms
- mass of 60gr only (without screw) - 35gr at valve tip !!!
- Leave the VTEC solenoid constantly in the "VTEC ON" position (high oil pressure) to allow sufficient oil supply to the complete cylinder head.

- # for TURBO conversion (atmospheric to turbo)

- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors

- # valve seals must be lowered. Distance between valve seal and retainer must be at least 0.6mm at full lift.