2503907

turbo conversion

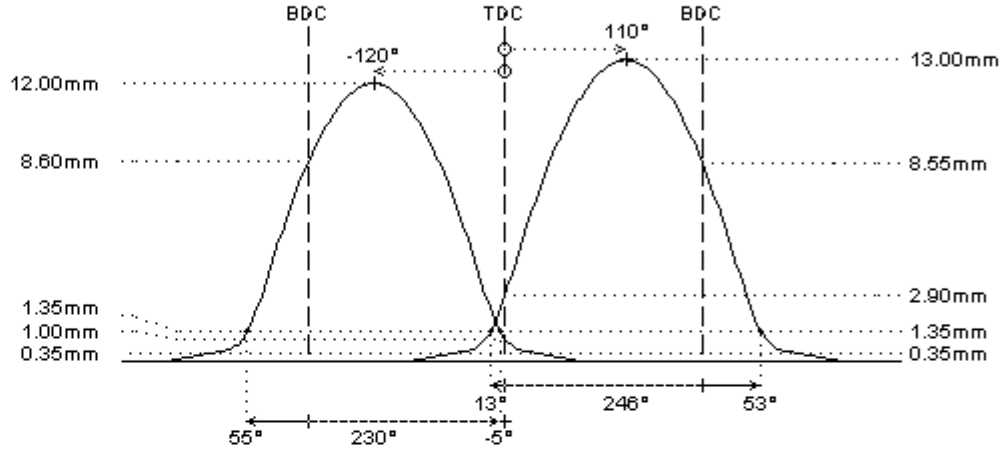
Honda K20A

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 300°	284°
duration @ 1.0mm	: 246°	230°
valve lift	: 13.00mm	12.00mm
cam lift	: 7.50mm	6.90mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 13° / 53°	55° / -5°
valve lift @ TDC	: 2.90mm	1.00mm
parts setup:		
cam wheels :	:	: **THO024**
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 :

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 (93-25003)
- profiles with a more aggressive design to fully exlpoit the more stable valve train
- use adjustable sprocket "THO025" to disable the intake VVT system
- 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 camshafs 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

Valve lift and timing data are illustrated on a locked centerline. The VANOS system changes the centerlines and therefore the timing data and lift on TDC.
- The centerline and TDC data should not be used when installing the camshaft with full cam intake retard (disengaged VANOS system)!!! WRONG INSTALLATION WILL CAUSE THE VALVES TO HIT THE PISTONS!!!
- We insist to install the VANOS camshaft(s) in such way that the distance between valves and piston is at least 1mm at full advance of the intake (or full retard at the exhaust)

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