

# 2503003

hot street - dirt track

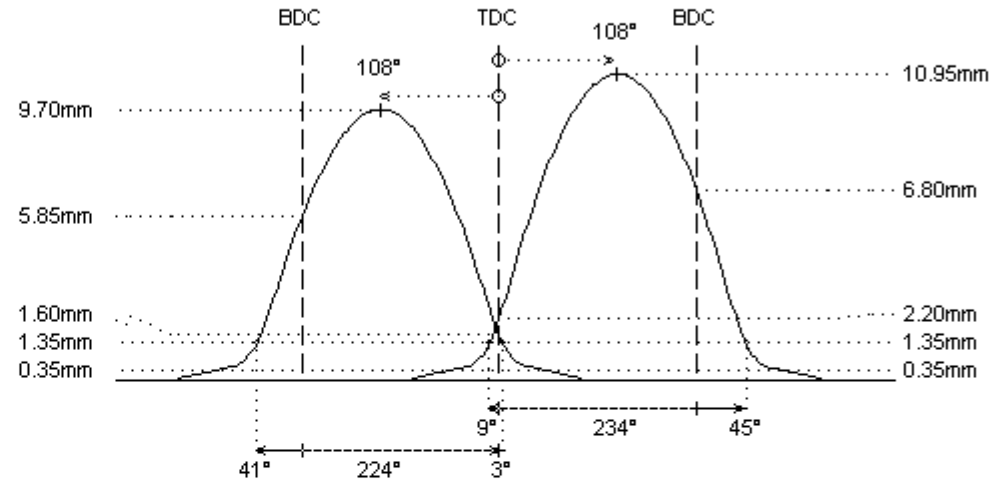
Honda L15A1 109 hp (VTEC)

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.33mm	0.35mm
duration @ 0.1mm	: 282°	275°
duration @ 1.0mm	: 234°	224°
valve lift	: 10.95mm	9.70mm
cam lift	: 6.10mm	5.55mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 9° / 45°	41° / 3°
valve lift @ TDC	: 2.20mm	1.60mm
<b>parts setup:</b>		
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	:
fitted load / length	: 17kg @ 42.3mm	: 17kg @ 42.6mm
max. load / lift	: 45kg @ 10.0mm	: 33kg @ 9.5mm

REMARKS :



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- # camshafts for use in early L15A engine with separate exhaust header
- # Distance between valve and piston should be 1.0mm at least:
  - check 5-15° after TDC on intake
  - check 5-15° before TDC on exhaustMachine pistons if required. Wrong installation can cause severe engine damage!
- # double carburetors or throttle bodies with free programmable ECU advised