2501101

hot street - dirt track

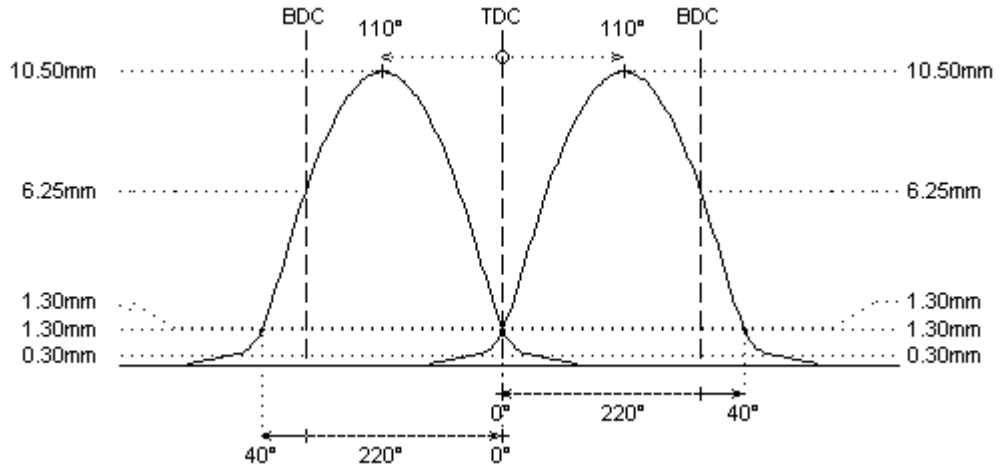
Honda D16A6

I-4cyl 1.6L 16v SOHC

	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 262°	262°
duration @ 1.0mm	: 220°	220°
valve lift	: 10.50mm	10.50mm
cam lift	: 6.50mm	5.60mm
lobe angle	: 110°	110°
timing @ 1.0mm	: -0° / 40°	40° / -0°
valve lift @ TDC	: 1.30mm	1.30mm
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	: 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	: 15kg @ 42.9mm	: 13kg @ 45.2mm
max. load / lift	: 60kg @ 12.0mm	: 64kg @ 12.0mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

Distance between valve and piston should be 1.0mm at least:
- check 5-15° after TDC on intake
- check 5-15° before TDC on exhaust

Machine pistons if required. Wrong installation can cause severe engine damage!

ONLY for dirt track applications and pro street use with adjustable engine management or carburettors

2501105

sport

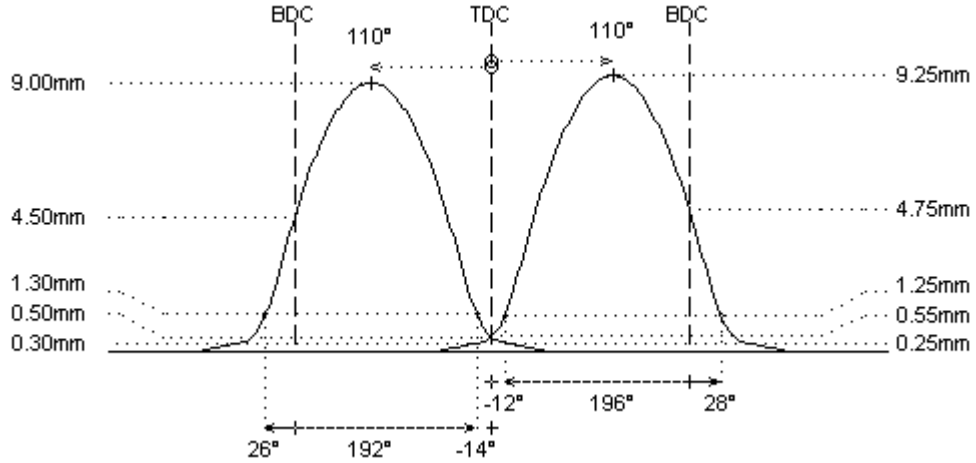
Honda D16A6

I-4cyl 1.6L 16v SOHC

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.30mm
duration @ 0.1mm	: 234°	226°
duration @ 1.0mm	: 196°	192°
valve lift	: 9.25mm	9.00mm
cam lift	: 9.25mm	9.00mm
lobe angle	: 110°	110°
timing @ 1.0mm	: -12° / 28°	26° / -14°
valve lift @ TDC	: 0.55mm	0.50mm
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	: 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	: 15kg @ 42.9mm	: 13kg @ 45.2mm
max. load / lift	: 60kg @ 12.0mm	: 64kg @ 12.0mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

2501106

sport

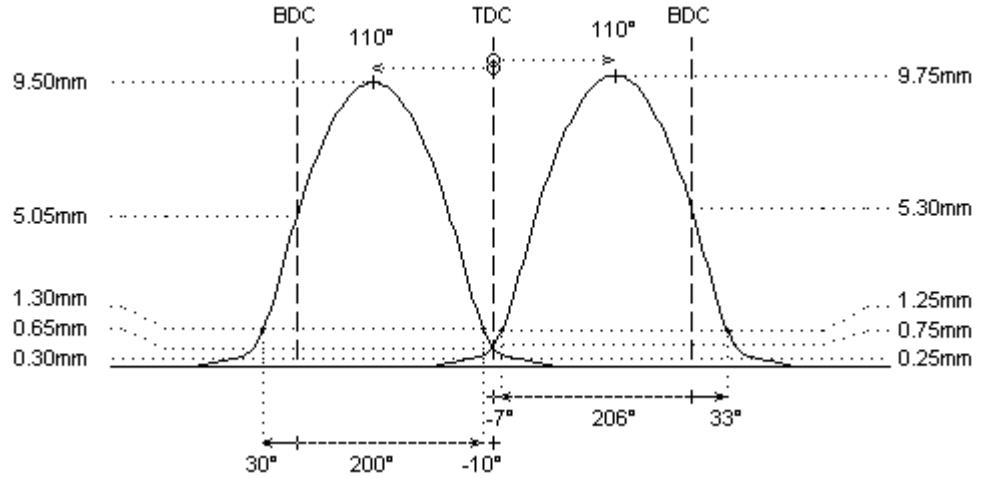
Honda D16A6

I-4cyl 1.6L 16v SOHC

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.30mm
duration @ 0.1mm	: 245°	236°
duration @ 1.0mm	: 206°	200°
valve lift	: 9.75mm	9.50mm
cam lift	: 9.75mm	9.50mm
lobe angle	: 110°	110°
timing @ 1.0mm	: -7° / 33°	30° / -10°
valve lift @ TDC	: 0.75mm	0.65mm
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	: 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	: 15kg @ 42.9mm	: 13kg @ 45.2mm
max. load / lift	: 60kg @ 12.0mm	: 64kg @ 12.0mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

ECU reprogramming advised

2501108

sport

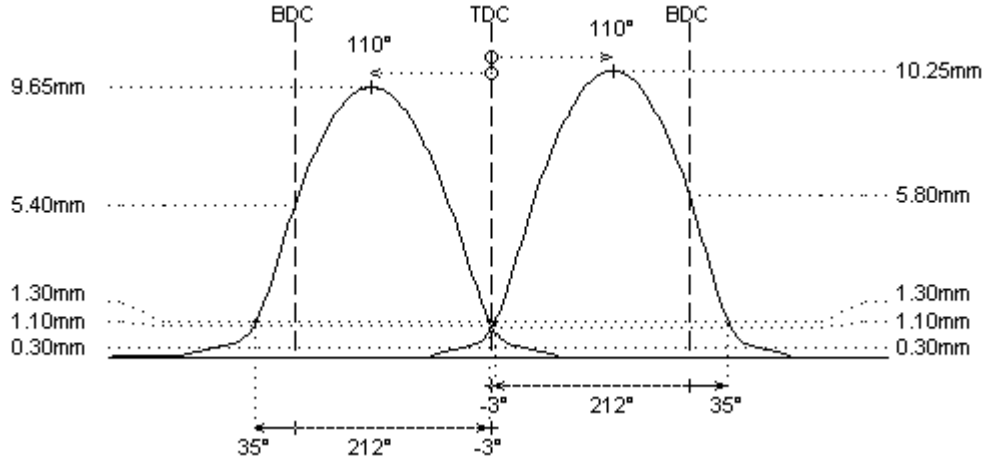
Honda D16A6

I-4cyl 1.6L 16v SOHC

	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 257°	266°
duration @ 1.0mm	: 212°	212°
valve lift	: 10.25mm	9.65mm
cam lift	: 10.25mm	9.65mm
lobe angle	: 110°	110°
timing @ 1.0mm	: -3° / 35°	35° / -3°
valve lift @ TDC	: 1.10mm	1.10mm
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	: 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	: 15kg @ 42.9mm	: 13kg @ 45.2mm
max. load / lift	: 60kg @ 12.0mm	: 64kg @ 12.0mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

Distance between valve and piston should be 1.0mm at least:
- check 5-15° after TDC on intake
- check 5-15° before TDC on exhaust

Machine pistons if required. Wrong installation can cause severe engine damage!

ECU reprogramming required

2501111

hot street - dirt track

Honda D16A6

I-4cyl 1.6L 16v SOHC

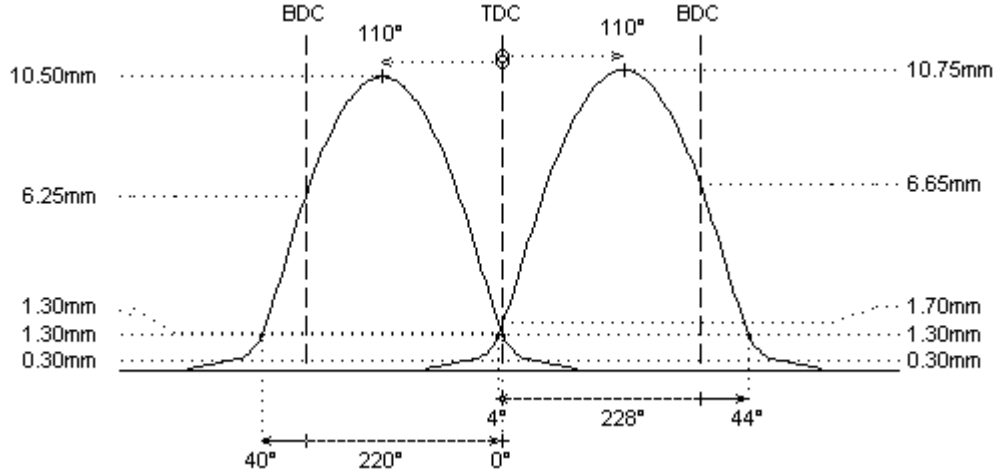
	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 270°	262°
duration @ 1.0mm	: 228°	220°
valve lift	: 10.75mm	10.50mm
cam lift	: 6.65mm	5.60mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 4° / 44°	40° / -0°
valve lift @ TDC	: 1.70mm	1.30mm
parts setup:		
cam wheels :	:	:
follower	: 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	: **99351/s**	: **99352/s**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 28kg @ 38.5mm	: 28kg @ 38.5mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 13.5mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised

if required, use extra shims to increase spring load #

double spring PAC-D19864 can also be used on retainers 99351 and 99352(requires dedicated lower retainer and valve seal)



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

Distance between valve and piston should be 1.0mm at least:
- check 5-15° after TDC on intake
- check 5-15° before TDC on exhaust

Machine pistons if required. Wrong installation can cause severe engine damage!

ONLY for dirt track applications and pro street use with adjustable engine management or carburettors

2501112

hot street - dirt track

Honda D16A6

I-4cyl 1.6L 16v SOHC

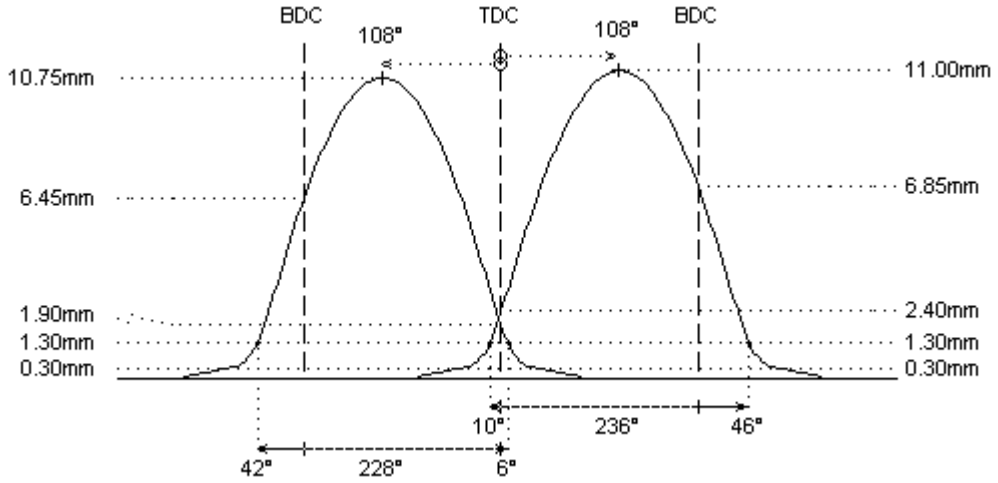
	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 278°	270°
duration @ 1.0mm	: 236°	228°
valve lift	: 11.00mm	10.75mm
cam lift	: 6.80mm	5.70mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 10° / 46°	42° / 6°
valve lift @ TDC	: 2.40mm	1.90mm
parts setup:		
cam wheels :	:	:
follower	: 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	: **99351/s**	: **99352/s**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 28kg @ 38.5mm	: 28kg @ 38.5mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 13.5mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised

if required, use extra shims to increase spring load #

double spring PAC-D19864 can also be used on retainers 99351 and 99352(requires dedicated lower retainer and valve seal)



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

Distance between valve and piston should be 1.0mm at least:
- check 5-15° after TDC on intake
- check 5-15° before TDC on exhaust

Machine pistons if required. Wrong installation can cause severe engine damage!

ONLY for dirt track applications and pro street use with adjustable engine management or carburettors

2501113

tarmac rally - race

Honda D16A6

I-4cyl 1.6L 16v SOHC

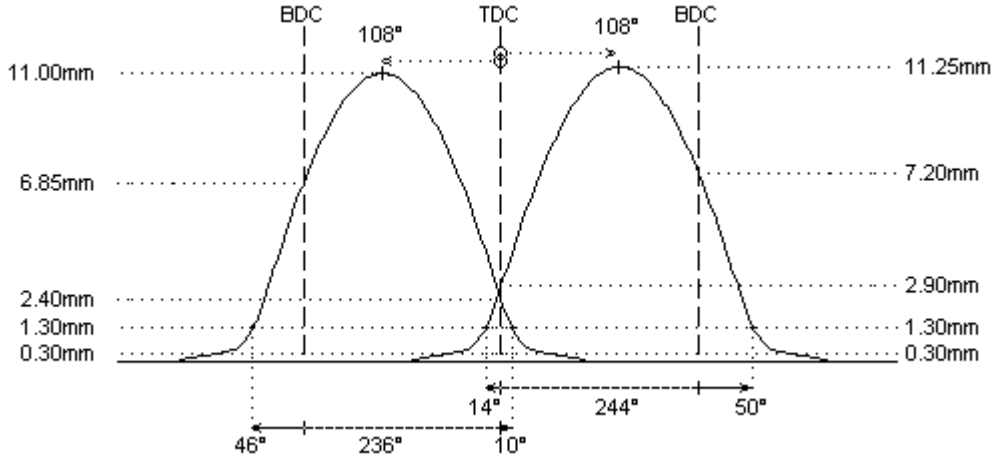
	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 286°	278°
duration @ 1.0mm	: 244°	236°
valve lift	: 11.25mm	11.00mm
cam lift	: 6.95mm	5.85mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 14° / 50°	46° / 10°
valve lift @ TDC	: 2.90mm	2.40mm
parts setup:		
cam wheels :	:	:
follower	: 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	: **99351/s**	: **99352/s**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 28kg @ 38.5mm	: 28kg @ 38.5mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 13.5mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised

if required, use extra shims to increase spring load #

double spring PAC-D19864 can also be used on retainers 99351 and 99352(requires dedicated lower retainer and valve seal)



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

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

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

2501114

tarmac rally - race

Honda D16A6

I-4cyl 1.6L 16v SOHC

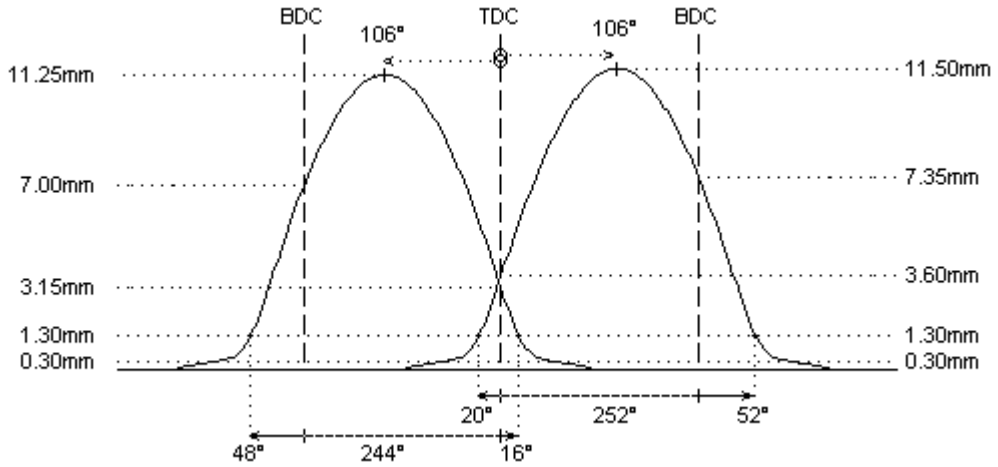
	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 294°	286°
duration @ 1.0mm	: 252°	244°
valve lift	: 11.50mm	11.25mm
cam lift	: 7.10mm	5.95mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 52°	48° / 16°
valve lift @ TDC	: 3.60mm	3.15mm
parts setup:		
cam wheels :	:	:
follower	: 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	: **99351/s**	: **99352/s**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 28kg @ 38.5mm	: 28kg @ 38.5mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 13.5mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised

if required, use extra shims to increase spring load #

double spring PAC-D19864 can also be used on retainers 99351 and 99352(requires dedicated lower retainer and valve seal)



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

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

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

2501115

full race

Honda D16A6

I-4cyl 1.6L 16v SOHC

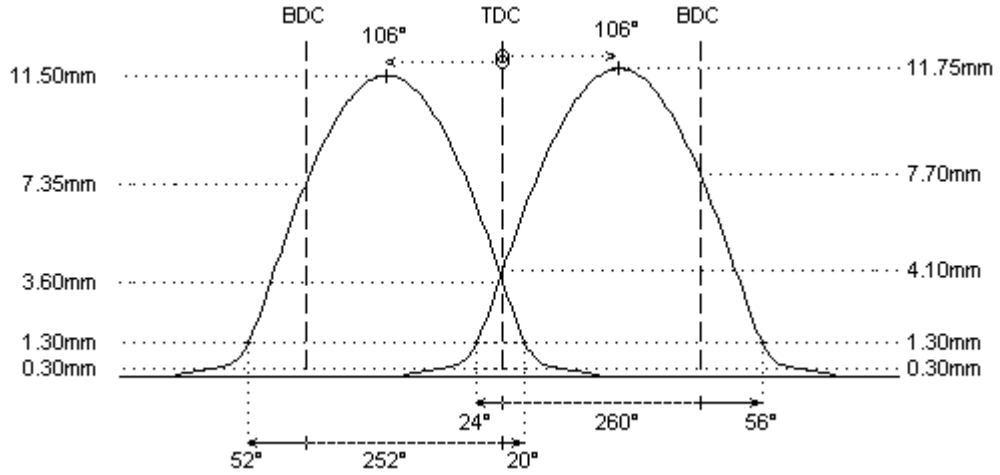
	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 302°	294°
duration @ 1.0mm	: 260°	252°
valve lift	: 11.75mm	11.50mm
cam lift	: 7.25mm	6.10mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 56°	52° / 20°
valve lift @ TDC	: 4.10mm	3.60mm
parts setup:		
cam wheels :	:	:
follower	: 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	: **99351/s**	: **99352/s**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 28kg @ 38.5mm	: 28kg @ 38.5mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 13.5mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised

if required, use extra shims to increase spring load #

double spring PAC-D19864 can also be used on retainers 99351 and 99352(requires dedicated lower retainer and valve seal)



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

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

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

2501116

full race

Honda D16A6

I-4cyl 1.6L 16v SOHC

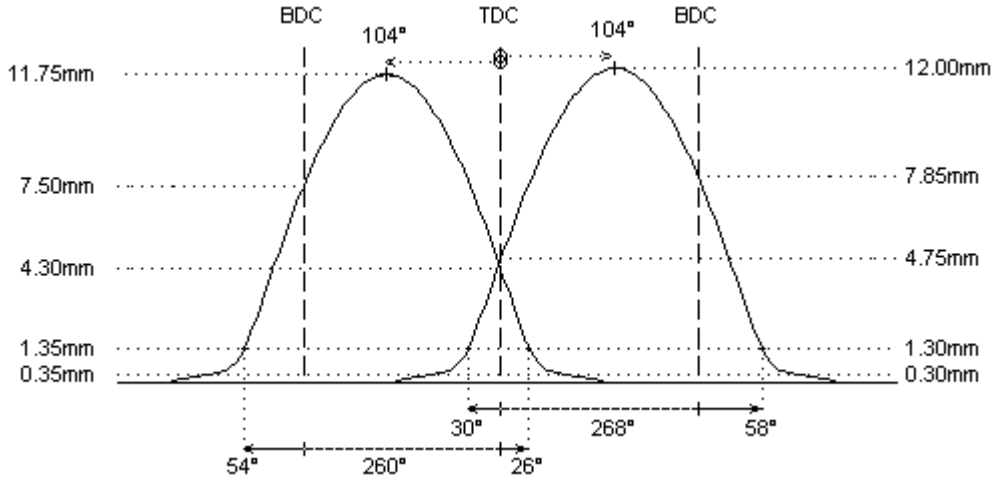
	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.33mm
duration @ 0.1mm	: 310°	298°
duration @ 1.0mm	: 268°	260°
valve lift	: 12.00mm	11.75mm
cam lift	: 7.40mm	6.20mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 30° / 58°	54° / 26°
valve lift @ TDC	: 4.75mm	4.30mm
parts setup:		
cam wheels :	:	:
follower	: 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	: **99351/s**	: **99352/s**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 28kg @ 38.5mm	: 28kg @ 38.5mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 13.5mm

REMARKS :

The original valve springs can handle a high valve lift, however they are very weak and cannot exceed the original rpm limit. For this reason, upgrading to Cat Cams springs is advised

if required, use extra shims to increase spring load #

double spring PAC-D19864 can also be used on retainers 99351 and 99352(requires dedicated lower retainer and valve seal)



REMARKS :

These camshafts do not have a fuel lobe. To use these camshafts in carburettor engines (like the D14A1), an electrical fuel pump should be used

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

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