



PLEASE READ CAREFULLY BEFORE PROCEEDING WITH INSTALL

Product Disclaimer

- A vehicle modified by the use of competition product(s) for use on public roadways may not meet local, state, or federal regulations. Installation and use of this competition product(s) may also affect vehicle insurance coverage. It is the purchaser's responsibility to meet and comply with regulations and policies before operating vehicle on public roadways.
- There is no warranty stated or implied due to the unusual stress placed on competition product(s) and/or the inability to monitor their modification, installation, and use. The entire risk of quality, performance, and defect is with the purchaser and not the manufacturer, distributor, or retailer. Should any product(s) prove to be defective for any reason under any circumstance, the purchaser and not the manufacturer, distributor, or retailer will assume financial responsibility for any consequential damages, repairs/service, and any other liability.
- Return of product(s) will be accepted ONLY if product(s) is in resellable condition. All accepted returns will be subjected to a 20% restocking fee. **ABSOLUTELY NO RETURNS ON USED PRODUCTS.** For more information on return policy, please call 951-808-9888.

Part # 305-05-0150

Honda B-series VTEC camshaft (Stage III)

Included items with B-series Stage III camshaft - Please inspect each item for defects before installation

- Intake Camshaft (distributor slot on end of cam)
- Exhaust Camshaft

For Models and Years Below

- 1992-1993 Acura Integra GSR
- 1994-2001 Acura Integra GSR
- 1997-1998, 2000-2001 Integra Type-R
- 1994-1997 Honda Del Sol
- 1999-2000 Honda Civic Si
- B16A-B18C 1.6L/1.8L DOHC VTEC

Key features for the Skunk2 Racing Stage III VTEC camshafts

- Designed for purpose-built race engines only
- High RPM capabilities
- Significant horsepower gains

INSTALLATION IS REQUIRED BY AN EXPERIENCED AUTOMOTIVE MECHANIC / TECHNICIAN

Before the removal and installation of parts, please refer to the factory service manual, or equivalent.

WARNING!!

- It is the responsibility of the engine builder or end user to check all clearances when using high lift camshafts.
- Stage III camshafts are not smog legal.
- Must use with Skunk2 Racing valve springs and retainers.
- DO NOT use oversized valves.
- DO NOT increase overlap over specifications below.
- Improperly installed and degreed camshafts can cause catastrophic engine damage and failure.
- Camshafts will place greater stresses on valvetrain components and cause higher rates of wear.
- Installer should double check piston-to-valve clearance.
- **DO NOT USE IMPACT GUN TO TORQUE CAM GEAR TO CAMSHAFT.** (Use red locktight and torque to 30ft lbs.)

These camshaft specifications are the recommended settings. It is the responsibility of the engine builder to check all clearances. For optimum power the vehicle must be dyno tested and tuned to accommodate for each individual engine setup.

Camshaft Specifications:

Intake:

272°/12.8 @ 1mm / 0.000" lash

Exhaust:

280°/11.9 @ 1mm / 0.000" lash

Tappet Clearance:

Intake: 0.007" (cold)

Exhaust: 0.008" (cold)

Other Recommended Camshaft Specifications:

Intake:

Opening: 35° BTDC

Peak Lift: 100° ATDC

Closing: 52° ABDC

Exhaust:

Opening: 62° BBDC

Peak Lift: 105° BTDC

Closing: 32° ATDC

102.5° Centerline