



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 # 305-05-5200

Skunk2 Pro Series H-series VTEC camshaft (Pro 1+)

Included items with Skunk2 Pro 1+ camshaft - Please inspect each item for defects before installation

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

For Models and Years Below

- 1992 - 2001 H22A DOHC VTEC

Key features for the Skunk2 Racing Pro 1+ VTEC camshafts

- High RPM use
- Very good drivability for dual purpose street/race vehicles
- More aggressive profile than Skunk2 Stage 1 camshafts

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.
- Skunk2 Pro 1+ camshafts are not emissions legal.
- 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.
- MUST use high performance valve springs - recommend Skunk2 valve springs.
- Highly recommend using Skunk2 titanium retainers and adjustable cam gears.
- **DO NOT USE IMPACT GUN TO TORQUE CAM GEAR TO CAMSHAFT.** Skunk2 camshafts should be torqued to 22 lbs.-ft. Skunk2 camshafts are chillcast (iron), with the tensile strength being less than that of factory camshafts (steel). Therefore, the torque specification for Skunk2 camshafts is less than that of factory camshafts.
- If using an aftermarket cam gear, be sure that the factory cam gear bolt is able to engage 3-4 threads into the body of the camshafts. Thicker cam-gears will cause the factory cam gear bolt to only engage the threads in the snout section of the camshaft, increasing the chance of breakage. A longer bolt may be required when using a thicker cam gear.

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:

264°/12.6 @ 1mm / 0.000" lash

Exhaust:

264°/11.9 @ 1mm / 0.000" lash

Tappet Clearance:

Intake: 0.007" (cold)

Exhaust: 0.008" (cold)

Other recommended camshaft specifications:

Intake:

Opening: 24° BTDC

Peak lift: 98° ATDC

Closing: 50° ABDC

Exhaust:

Opening: 56° BBDC

Peak lift: 105° BTDC

Closing: 17° ATDC