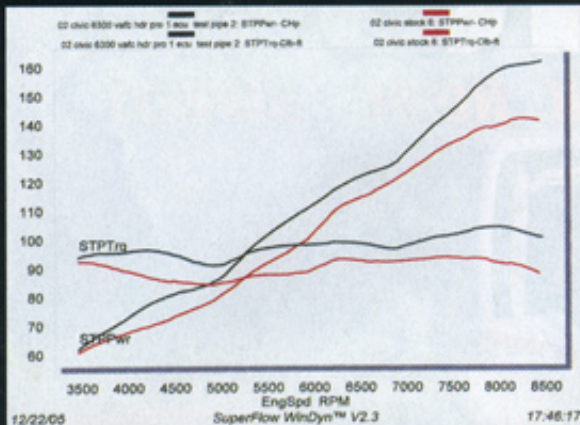


POWERPAGES



Dyno 4 SKUNK2 PRO 1+ CAMSHAFT, TITANIUM RETAINERS, RACING VALVE SPRINGS 161.4 HP 103.9 TQ

25000 to 3500 HP range: 1 to 3 2000 to 3500 TQ range: 2 to 3
3500 to 5500 HP range: 4 to 8 3500 to 5500 TQ range: 5 to 10
5500 to red line HP range: 9 to 18 5500 to red line TQ range: 5 to 11
Peak HP 161.4 Peak TQ 103.9

TOOLS

10, 12, and 14mm socket, 12mm open end, ratchet, extension, screwdriver, timing gun, valve lash tool, valve adjustment tool, and pliers

TEMPERATURE

78.3 degrees Fahrenheit
Temperature difference from previous run: +1.1 degrees Fahrenheit

PARTS

Camshaft, cam specification sheet, instructions, stickers

INSTALLATION TIME

3 hours

NOTES

Although we don't condone removing the catalytic converter because it is (COUGH COUGH) illegal, the factory emissions unit became a roadblock in our quest for horsepower and was decidedly removed to uncork the Civic's hidden power. Using the V-AFC, we found the B16 liked the larger fuel parameters in the higher RPM but due to the richer A/F, the catalytic was heating up and restricting the necessary flow. Using a Skunk2 off-road test pipe, we simply bolted on the unit and realized the initial VTEC crossover point needed to be raised from 5300 to 6300 rpm to smooth out the power curve. The power jumped 18hp and 11lb-ft of torque over our morning run with only the factory rev limiter halting our power curve. With a high rpm band we were confident the camshaft would allow us to gain even more power on the top end.

BANKROLL

APEXi V-AFC II	\$ 439.00
Edelbrock 4-2 -1 header	\$ 300.00
Skunk2 Pro1 Camshaft	\$ 730.00
Skunk2 retainers	\$ 170
Skunk2 Pro Camgears	\$ 269.73
Skunk2 straight pipe	\$ 125
Skunk2 racing valve springs	\$ 375
MSRP Total	\$ 2408.73



PROS

Dubbed as the refined version of the Skunk2 stage 1 camshaft, Skunk2 R&D manager Jeff Giovino states, "This cam is a lot more lift and duration compared to the previous version delivering better top end. We built this cam with concentration on improved midrange power." Skunk2 claims the Pro 1+ camshaft has the top end of their stage 2 along with significant improvement on the midrange power, which no cam on the market today can match. Note their previous stage 1 camshaft has smaller secondary lobes, which were created specifically to pass emissions and remain a CARB approved camshaft designed and sold by Skunk. When using Proseries camshafts, Skunk2 recommends using valve springs (eliminating valve float), retainers, and, of course, an adjustable cam gear.

CONS

This camshaft has a lot of overlap and a slightly rough idle. Because this is a race camshaft and not should be used for off-road usage only, there's a fallacy on the market that people can just throw the camshaft in and realize it doesn't idle due to the decrease in vacuum. In a domino effect, the vacuum isn't enough, which affects the map sensor, increasing the fuel enrichment. Without properly tuning the camshaft, the ECU is signaling a false code to the injectors, telling it to dump excessive fuel at idle causing it to run rough and stall. With a piggy-back system like the V-AFC, you can modify the signal by simply tricking it. Standalone systems such as a Motec or AEM EMS unit give the tuner the ability to reprogram the ECU with new values to improve idle and throttle response.

CONCLUSION

It's hard to ignore the fact that consumers and performance fanatics of the B-series family of engines can't simply bolt on parts without relying on fuel systems or engine tuning. The new products being released today are more than a simple turn of the screwdriver—they require some research, knowledge, and understanding on how to extract the maximum horsepower potential. Our final numbers equaled a gain of 19.7 hp and 10.3 lb-ft of torque over our baseline part 2, a final gain of 26.3 hp over our stock baseline run. Now who says the B-series engine is old news?