

**CAMSHAFT TIMING TAG****BC0012**

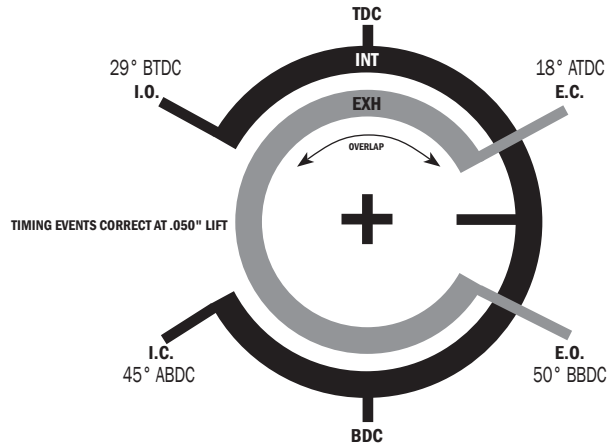
Engine:

HONDA/ACURA B SERIES VTEC

	INT	EXH
Advertised Duration:	306°	300°
Duration @ .050":	254°	248°
Valve Lift (inches):	.472"	.472"
Valve Lift (mm):	11.99	11.99
Valve Lash (inches):	.006"	.008"

Recommended Valve Spring/Retainer Kit: **BC0010 or BC0010S**

For best results, install straight up at 0 intake / 0 exhaust and tune from there with adjustable cam sprockets if applicable. Use hot water to expand adjustable sprocket hub when installing/removing cams to avoid snout damage.

**IMPORTANT INFORMATION:**

- Do not use impact wrench/gun to torque cam gear to camshaft.
- Torque cam gear bolt to 22 ft lbs. Aftermarket cams are chilled cast and require a lesser torque value than the OEM/factory steel cams.
- If using aftermarket gears, make certain the cam gear bolt is able to engage 3 to 4 threads into the body of the cam. Thicker gears will cause the cam bolt to only engage the threads in the snout, increasing the chance of breakage.

Camshafts damaged by improper installation, excessive spring pressure, valve train bind or retainers contacting valve guides or seals are void from warranty.
Not legal for sale or use on emission controlled motor vehicles.

**CAMSHAFT TIMING TAG****BC0012**

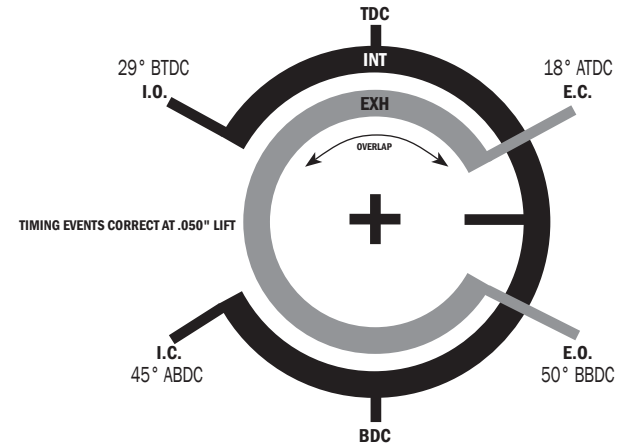
Engine:

HONDA/ACURA B SERIES VTEC

	INT	EXH
Advertised Duration:	306°	300°
Duration @ .050":	254°	248°
Valve Lift (inches):	.472"	.472"
Valve Lift (mm):	11.99	11.99
Valve Lash (inches):	.006"	.008"

Recommended Valve Spring/Retainer Kit: **BC0010 or BC0010S**

For best results, install straight up at 0 intake / 0 exhaust and tune from there with adjustable cam sprockets if applicable. Use hot water to expand adjustable sprocket hub when installing/removing cams to avoid snout damage.

**IMPORTANT INFORMATION:**

- Do not use impact wrench/gun to torque cam gear to camshaft.
- Torque cam gear bolt to 22 ft lbs. Aftermarket cams are chilled cast and require a lesser torque value than the OEM/factory steel cams.
- If using aftermarket gears, make certain the cam gear bolt is able to engage 3 to 4 threads into the body of the cam. Thicker gears will cause the cam bolt to only engage the threads in the snout, increasing the chance of breakage.

Camshafts damaged by improper installation, excessive spring pressure, valve train bind or retainers contacting valve guides or seals are void from warranty.
Not legal for sale or use on emission controlled motor vehicles.