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Now I am sure that you are wondering what it is that you can do to your B16A to make it faster?

Well a whole series of things really. Let's begin.

Most importantly most of the parts which come off of the Honda TypeR models (Civic and Integra TypeR) will bolt onto the B16A engines - whichever version of it you may have. How about that?

- o The intake manifold - if it isn't complete you'll need a '92-5 Civic EX/Si or '94-7 Del Sol VTEC or '96+ Integra GS-R EACV, as well as a fuel rail from either the twin cam VTEC Del Sol or the '94+ Integra GS-R. Yes the B16A TB bolts to the R manifold although you might want to match port it.

- o The throttle body - yes it bolts to the SiR manifold, but the R manifold is a much better design.

- o Camshafts - Civic Type R are the ones to get. In order not to get fleeced make sure you are getting the real deal. Look at the intake side one, by the key location on the distributor side you ought to see two engraved rings. If it has only one ring then it is an IntegraR IN cam. If it has no rings then it is either a Si-G/GS-R IN or SiR IN camshaft. The Civic TypeR IN cam has 3° more duration than its JDM 98spec ITR counterpart. The EX cam between the CTR and 98spec ITR are identical. Integra TypeR ones will already show a noticeable improvement over stock if you can't get the CTR units.

- o Pistons.

CTR pistons in a B16A yield approx 12:1 CR. Possible on pump 92 octane gas if the head's combustion chamber is done right.

ITR pistons + B16A = approx 10.6-10.8:1 CR.

- o Valve Train.

Valve springs bolt in - as do those off of a GS-R. The valves require some minor mods to fit (basic stuff which any reputable machine shop ought to be able to do).

- o Ancillaries.

Oil pump, water pump, header - as in the JDM 98spec 4-1! Although 4G Hybrids be warned! As depending on how low your car sits it may be a little too low since the B18C blocks are 7mm taller than their B16A counterparts.

If you read the History.html file then you know that the gear ratios in the DA6/DA8 S1 trannies are identical to that of the JDM 95-7 Integra TypeR - lucky you! But the LSD was not optional at all on that transmission.

- o The LSD is optional only on the factory Y1 and factory close-ratio YS1 available only as a special order in Japan. There are US YS1-labelled trannies for the '90-3 Integras but they aren't the same at all - sorry to shoot your hopes down...

- o Furthermore owners of first generation B16As are stuck as the cool 4.785FD out of the 98spec JDM ITR tranny does not swap over - it will only work on DelSol VTEC Y21 and Integra GS-R Y80 trannies. Shame....

- o You can adapt the TypeR gear-type LSD over to the first gen's trannies but remember to take everything you need: speedo pick up gear, differential bearings, etc.
- o The Integra TypeR's swaybars have successfully been bolted to EFs and EGs I know of personally, which would also mean that they would bolt on to EKs as well.
- o The shocks also carry over if you are so inclined, but be forewarned that the springs are a little tall for an EF - swapping that over on an EF might give you the lifted (aka 'Rancho') look, which not to worry can easily be fixed with the right set of springs. At the same TypeR shock tower rubber bushings are a good upgrade to consider.
- o As regards brakes, and I will cover all this in greater detail elsewhere (the page isn't ready yet), suffice it to say that EGs and EKs have it very easy as it all bolts on - including 5x114 PCD hubs, rotors, calipers, trailing arms, etc etc. For EFs the procedure is a little bit more involved.