



Robert C. Lewis Region 079
SCCA Member # FR-284158-01
Request for Production Class
determination for a 1993 Honda
Civic del Sol Si SOHC VTEC

Vehicle Technical Specifications Required for Classification

Vehicle Parameters: Stock

Vehicle Manufacturer: Honda

Model Year(s): 1993

Wheelbase: 93.3

Wet Curb Weight: 2575 [Ⓡ]

Rear Window Slope Angle: Ⓡ

Model Name: Del Sol

Annual # of Units: Ⓡ

Track (F/R): 61.7 / 61.3 ^{See ITS Specifications}

Windshield Slope Angle: Ⓡ

Body Style (2 door, etc.): 2 door Targa

Engine Parameters: Stock

SAE Max Horsepower: 125 @ 6600 RPM

Rev-Limit Speed: 7200 RPM

Fuel Tank/Cell Capacity: 11.9 US Gal.

Number of Cylinders: Four (4)

Compression Ratio (max): 9.2

Max Torque: 100 @ 4500 RPM (Estimated)

Rev-Limit Method: ECU - Fuel Interrupt

Engine Location (frt, mid, rear): Front

Displacement (cc): 1600 cc

Single Overhead Cam (SOHC) VTEC
D16Z6

Cylinder Block:

Block Material: Aluminum

Block Deck Height (min): Ⓡ

Cylinder Bore (max): 75.520 mm

Part Number: Ⓡ

Deck Clearance (min): Ⓡ

Piston Stroke (max): 90.0 mm

Cylinder Head:

Head Material: Aluminum

Total Combustion Chamber Volume (min) (cc): Ⓡ

Head Flow Type: Crossflow: X Non-crossflow:

Part Number: Ⓡ

Ⓡ = Leave Blank or Not Needed since Request is for Production Class

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Per Aaron Balwell 10/10/2001 www.club_racing.scca.org

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determination for a 1993 Honda
Civic del Sol 30HC VTEC

Valve System: Single Overhead Cam (~~SOHC~~) V-TEC
SOHC

Number of Valves per Cylinder:

Intake: 2 Exhaust: 2

Valve Head Diameter (max):

Intake: 30.0mm Exhaust: 26.0mm

Valve Material:

Intake: Steel Exhaust: SteelValve Actuation Type (pushrod, finger follower, etc...): Finger Follower

Engine Internals: Please See Prior/Previously established ITS
Specifications for details

Piston Type: Flat: Dished: Domed: Piston Mass (min): Connecting Rod Length (Center to Center): (14)Connecting Rod Material: SteelConnecting Rod Mass: (7) Piston, Pin, Rod & Ring(s) Mass (min): (7)Crankshaft P/N: (2) Crankshaft Mass (min): (2)Camshaft P/N: (2) Location/# of Camshafts: Overhead/One (1)Lift @ Lobe (max): (2) Intake: (2) Exhaust: (2)Lift @ Valve (max): (2) Intake: (2) Exhaust: (2)Rocker Arm Ratio: (14) Tappet Type: (2)**Intake Manifold:**Manifold Material: Aluminum Part Number: (2)
Naturally Aspirated Just prior to IntakeType of Induction System: Sequential Multiport Location of Injectors: Manifold/Head
Fuel InjectionNumber of Injectors per Cylinder: ONE (1) Throttle Body Bore Dia.: Est 58mm

Please See
Prior ITS
Specifications

Exhaust Manifold:Manifold Material: CAST IRON

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Drivetrain: Transmission:

Number of Forward Speeds: 5 Manufacturer: Honda
Gear Ratios: 1st: 3.250 2nd: 1.900 3rd: 1.250
4th: 0.902 5th: 0.750 6th: —

Final Drive: (X) Not Applicable for Production Class

Differential Type: Open: ✓ Limited Slip: — Torsen: —
Differential Manufacturer: Honda Axle Ratio: Final Drive 4.250
Ring Gear Outside Diameter: (X)

Chassis: Suspension:

Spring Type (coil, leaf, etc.): Front: Coil Rear: Coil
Spring Material Dia. / Thickness: Front: Spring Steel Rear: Spring Steel
Overall Spring Dia. / Width: Front: (X) Rear: (X)
Anti-roll Bar Diameter: Front: (X) Rear: (X)
Anti-roll Bar Design (solid, tube, etc.): Front: (X) Rear: (X)
Bushing Material: RUBBER

Brakes: Please see prior ITS specification

Rotor Diameter (max): Front: 240mm Rear: 239mm
Rotor Thickness (max): Front: 21mm Rear: 9mm
Rotor Type (vented, solid): Front: Vented Rear: SOLID
Rear Drum Diameter (if so equipped): — Rear Drum Width (if so equipped): —
Caliper Type & Number of Pistons: Front: NISSIN - Rear: NISSIN -
Floating Caliper / Floating Caliper /
ONE (1) Piston ONE (1) Piston

Stock Tires & Wheels:

Tire Size: Front: 185/60 Rear: 185/60
Wheel Diameter & Material: Front: 14" Alloy Rear: 14" Alloy
Wheel Width: Front: 5.5 inches Rear: 5.5 inches

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determination for a 1993 Honda
Civic del Sol Si SOHC-VTEC**Optional Factory Equipment:**Description, Manufacturer & Part Numbers: No Performance Kits

[The following section is crossed out with a large diagonal line.]

Requested Non-Stock Allowances:

Description, Manufacturer & Part Numbers: ① IT IS REQUESTED THAT THIS VEHICLE BE ALLOWED TO RUN IN THE OPEN TARGA TYPE CONFIGURATION, I.E., AS THE CURRENTLY APPROVED PORSCHE 914'S AND FIAT X 1/9'S. SPECIFICALLY, NO WINDSHIELD + WITH THE REMOVAL OF A WINDOW FROM THE TARGA. PER SCCA TECH DIRECTOR SVEN PERITT, THIS IS A REASONABLE CONFIGURATION. PER GCR, A "LOW" FRONT ROLL BAR CONFIGURATION WILL BE USED + THE MAIN HOOP WILL BE WELDED TO THE ~~TOP~~ INSIDE AREA OF THE TARGA ARCH.