Honda K engine

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*This article is about the Honda engine. For the Rover engine series of the same name, see*[*Rover K engine*](http://en.wikipedia.org/wiki/Rover_K_engine)*.*

[](http://en.wikipedia.org/wiki/File:K20_head.jpg)

[http://bits.wikimedia.org/skins-1.17/common/images/magnify-clip.png](http://en.wikipedia.org/wiki/File:K20_head.jpg)

A [cylinder head](http://en.wikipedia.org/wiki/Cylinder_head) from a [Honda](http://en.wikipedia.org/wiki/Honda) K20Z3. Components of the [i-VTEC](http://en.wikipedia.org/wiki/I-VTEC" \o "I-VTEC)system can be seen.

The [Honda](http://en.wikipedia.org/wiki/Honda) **K series** engine is a four-cylinder four-stroke engine introduced in 2001. The K series engines are equipped with [DOHC](http://en.wikipedia.org/wiki/Overhead_camshaft" \l "Double_overhead_camshaft" \o "Overhead camshaft)valvetrains and use roller rockers to reduce friction. The engines use a coil-on-plug, distributorless ignition system with a coil for each spark plug. This system forgoes the use of a conventional distributor based ignition timing system in favor of a computer controlled one that allows the ECU to control ignition timings based on various sensor inputs. The cylinders have cast iron sleeves similar to the [B-series](http://en.wikipedia.org/wiki/Honda_B_engine) & [F-series](http://en.wikipedia.org/wiki/Honda_F_engine) engines, as opposed to the [FRM](http://en.wikipedia.org/wiki/Metal_matrix_composite) cylinders found in the [H-series](http://en.wikipedia.org/wiki/Honda_H_engine).

Two versions of Honda's [i-VTEC](http://en.wikipedia.org/wiki/I-VTEC#i-VTEC) system can be found on K series engines; variable timing control (VTC) can be found on the intake cam of both versions. The VTEC system on engines like the K20A3 only operate on the intake cam; at low RPM only one intake valve is fully opened, the other opening just slightly to create a swirl effect in the combustion chamber for improved fuel atomization. At high RPM, both intake valves open fully to improve engine breathing. In engines such as the K20A2 found in the [Acura RSX](http://en.wikipedia.org/wiki/Acura_RSX) Type-S, the VTEC system operates on both the intake and exhaust valves, allowing both to benefit from multiple cam profiles.

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[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=1)]K Series

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=2)]**K20**

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=3)]**K20A**

The 1,998 cc (1.998 L; 121.9 cu in) K20 engines have 86 mm (3.4 in) bore and 86 mm (3.4 in) stroke. The 2,157 cc (2.157 L; 131.6 cu in) version has 87.0 mm (3.43 in) bore and 90.7 mm (3.57 in) stroke.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Displacement (bore x stroke)** | **Compression (:1)** | **Power@rpm** | **Torque@rpm** | **Rev Limit (rpm)** | **i-VTEC engagement (rpm)** |
| 1,998 cc (1.998 L; 121.9 cu in) (86 mm (3.4 in) x 86 mm (3.4 in)) | 11.7 | 240 PS (180 kW; 240 hp) @8400 | 216 N·m (159 lb·ft) @7000 | 8400 | ? |
| 1,998 cc (1.998 L; 121.9 cu in) (86 mm (3.4 in) x 86 mm (3.4 in)) | 11.7 | 225 PS (165 kW; 222 hp) @8000 | 215 N·m (159 lb·ft) @6100 | 8600 | 5800 |
| 1,998 cc (1.998 L; 121.9 cu in) (86 mm (3.4 in) x 86 mm (3.4 in)) | 11.5 | 215 PS (158 kW; 212 hp) @8000 | 200 N·m (150 lb·ft) @7000 | 8600 | ? |
| 1,998 cc (1.998 L; 121.9 cu in) (86 mm (3.4 in) x 86 mm (3.4 in)) | 11.5 | 220 PS (160 kW; 220 hp) @8000 | 206 N·m (152 lb·ft) @7000 | 8600 | 6200 |
| 1,998 cc (1.998 L; 121.9 cu in) (86 mm (3.4 in) x 86 mm (3.4 in)) | 9.8 | 160 PS (120 kW; 160 hp) @6500 | 191 N·m (141 lb·ft) @4000 | 6800 | 2200 |
| 1,998 cc (1.998 L; 121.9 cu in) (86 mm (3.4 in) x 86 mm (3.4 in)) | 11.5 | 220 PS (160 kW; 220 hp) @8000 | 206 N·m (152 lb·ft) @6000 | 8800 | 5900 |
| 2,157 cc (2.157 L; 131.6 cu in) (87.0 mm (3.43 in) x 90.7 mm (3.57 in)) | 11.1 | 260 PS (190 kW; 260 hp) @8250 | 237 N·m (175 lb·ft) @6750 | 8400 | ? |

Applications:

* 2,157 cc (2.157 L; 131.6 cu in), 260 PS (190 kW; 260 hp) @8250, 237 N·m (175 lb·ft) @6750:
  + Honda Civic Mugen RR Advanced Concept
* 1,998 cc (1.998 L; 121.9 cu in), 240 PS (180 kW; 240 hp) @8400, 216 N·m (159 lb·ft) @7000:
  + Honda Civic Mugen RR (Honda ABA-FD2) 300 units were built for Japan in Red only.
* 1,998 cc (1.998 L; 121.9 cu in), 225 PS (165 kW; 222 hp) @8000, 215 N·m (159 lb·ft) @6100:
  + 2007- JDM Honda Civic Type-R (FD2)
* 1,998 cc (1.998 L; 121.9 cu in), 215 PS (158 kW; 212 hp) @8000, 200 N·m (150 lb·ft) @7000:
  + 2001-2005 JDM Honda Civic Type-R (EP3)
* 1,998 cc (1.998 L; 121.9 cu in), 220 PS (160 kW; 220 hp) @8000, 206 N·m (152 lb·ft) @7000:
  + 2001-2007 JDM Honda Integra Type-R (DC5)
* 1,998 cc (1.998 L; 121.9 cu in), 185 PS (136 kW; 182 hp) @8000, 196 N·m (145 lb·ft) @7000:
  + 2002-2004 Honda Integra Type-S (DC5)
* 1,998 cc (1.998 L; 121.9 cu in), 210 PS (150 kW; 210 hp) @7800, 191 N·m (141 lb·ft) @4000:
  + 2005-2006 Honda Integra Type-S (DC5)
* 1,998 cc (1.998 L; 121.9 cu in), 220 PS (160 kW; 220 hp) @8000, 206 N·m (152 lb·ft) @6000:
  + 2002-2008 JDM Honda Accord Euro-R CL7

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=4)]**K20A2**

* Found in:
  + 2002-2004 RSX Type-S (USDM)
  + 2002-2004 Honda Integra Type R (Australia)
  + 2002-2005 Honda Civic Type R (EP3, European)
    - Displacement: 1,998 cc (121.9 cu in)
    - Compression: 11.0:1
    - Power: 200 hp @ 8500 rpm
    - Torque: 142  ft·lbf (246N·m) @ 7500 rpm
    - Rev limit: 8700 rpm (USDM RSX-S, U.K Civic-R )
    - Redline: 8100 rpm
    - i-VTEC engagement: 6000 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=5)]**K20A3**

* Found In
  + 2002-2005 Honda Civic Si (EP3)
  + 2002-2005 Honda Civic SiR (EP3)(Canadian version of US Civic Si)
  + 2002-2006 Acura RSX
    - Displacement: 1,998 cc (121.9 cu in)
    - Compression: 9.8:1
    - Power: 160 hp(120 kW) @ 6500 rpm(SAE net J1349 Rev 8/04)
    - Torque: 140 lb·ft (190 N·m)\* (191 N·m) @ 5000 rpm(SAE net J1349 Rev 8/04)
    - Redline: 6700 rpm
    - i-VTEC Engagement Window: 2200 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=6)]**K20A4**

* Found in:
  + 2002- Honda CR-V
  + 2003-2005 Honda Accord (UC1)
  + 2006-2008 Honda Accord (UC3)
  + \
  + 2004-2007 Honda Stream (RN3)

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=7)]**K20A6**

* Found in:
  + 2003-2005 Honda Accord (European)
    - Displacement: 1,998 cc (121.9 cu in)
    - Compression: 9.8:1
    - Bore x Stroke: 86 mm x 86 mm
    - Torque: 190 nm @ 4500rpm
    - Power: 155 hp (114kW) @ 6000rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=8)]**K20Z1**

* Found in:
  + 2005-06 Acura RSX Type-S
  + 2005-06 Honda Integra Type-S (Australia)
    - Displacement: 1,998 cc (121.9 cu in)
    - Compression: 11.0:1
    - Power: 210 hp (154 kW) @ 7800 rpm
    - SAE BHP Measurement changes from 2005 to 2006. Thus, removing 10bhp from the 2006 Type-S on paper.
    - Torque: 143 ft·lb (194 Nm) @ 7000 rpm
    - Redline: 8100 rpm
    - Cutoff: 8300 rpm
    - i-VTEC Engagement Window:5800 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=9)]**K20Z2**

* Found in:
  + 2006- [Acura CSX](http://en.wikipedia.org/wiki/Acura_CSX) ([Canada](http://en.wikipedia.org/wiki/Canada))
  + 2006- [Honda Civic](http://en.wikipedia.org/wiki/Honda_Civic#2006) ([JDM](http://en.wikipedia.org/wiki/Japanese_domestic_market))
  + 2006- [Honda Accord](http://en.wikipedia.org/wiki/Honda_Accord) ([Europe](http://en.wikipedia.org/wiki/Europe))
    - Displacement: 1,998 cc (121.9 cu in)
    - Compression: 9.6:1
    - Bore x Stroke: 86 mm x 86 mm
    - Power: 155 hp (114 kW) @ 6000 rpm (SAE net J1349 Rev 8/04)
    - Torque: 139 ft·lbf (188 N·m) @ 4500 rpm
    - Redline: 6800 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=10)]**K20Z3**

This inline-4 cylinder internal combustion engine is found in the US market Honda Civic Si (2006+) & Canadian market Acura CSX Type-S. It has an aluminum block with an aluminum head, and a bore and stroke of 86 mm x 86 mm, resulting in a 1,998 cc (121.9 cu in) displacement.

* Found in:
  + 2006-2011 [Honda Civic Si](http://en.wikipedia.org/wiki/Civic_Si#2006.E2.80.93present) (FG2 - Coupe & FA5 - Sedan), 2007-2010 [Acura CSX Type-S](http://en.wikipedia.org/wiki/Acura_CSX)
    - Displacement : 1,998 cc (121.9 cu in)
    - Compression : 11:1
    - Power: 197 bhp (147 kW) @ 7800 rpm (sae NET Rev 8/04)
    - Torque: 140 ft·lbf (189 N·m) @ 6200 rpm (sae NET Rev 8/04)
    - Redline: 8000 rpm
    - Fuel Cutoff: 8200 rpm
    - i-VTEC Engagement Window:5800 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=11)]**K20Z4**

* Found in:
  + 2007-2010 [Civic Type R](http://en.wikipedia.org/wiki/Civic_Type_R) (European) (FN2)
    - Displacement : 1,998 cc (121.9 cu in)
    - Compression : 11:1
    - Power: 198 bhp (148 kW) @ 7500 rpm
    - Torque: 142 ft·lbf (193 N·m) @ 5600 rpm
    - Redline: 8000 rpm
    - Fuel Cutoff: 8200 rpm
    - i-VTEC Engagement Window:5400 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=12)]**K23**

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=13)]**K23A1**

* [Turbocharged](http://en.wikipedia.org/wiki/Turbocharger)
* Found in:
  + 2007-2011 [Acura RDX](http://en.wikipedia.org/wiki/Acura_RDX)[[1]](http://en.wikipedia.org/wiki/Honda_K_engine#cite_note-0)
    - Displacement: 2,300 cc (140.4 cu in)
    - Compression: 8.8:1
    - Power: 240 hp (179 kW) @ 6000 rpm (SAE net)
    - Torque: 260 lb·ft (353 N·m) @ 4500 rpm (SAE net)
    - Redline: 6800 rpm
    - Bore: 86 mm
    - Stroke: 99 mm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=14)]**K24**

[](http://en.wikipedia.org/wiki/File:Honda_K24A_engine_001.JPG)

[http://bits.wikimedia.org/skins-1.17/common/images/magnify-clip.png](http://en.wikipedia.org/wiki/File:Honda_K24A_engine_001.JPG)

K24A4

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=15)]**K24A1**

* Found in:
  + 2002-2006 Honda CR-V
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43x3.90 inches)
    - Compression: 9.6:1
    - Power: 160 hp (120 kW) @ 6000 rpm
    - Torque: 162 ft·lbf (220 N·m) @ 5200 rpm
    - Redline: 6500 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=16)]**K24A2**

* Found in:
  + 2004-2008 [Acura TSX](http://en.wikipedia.org/wiki/Acura_TSX), JDM CL9 Accord Type-S, RB1 Odyssey Absolute
    - Displacement: 2,354 cc (143.6 cu in)
    - Power: 200 PS (150 kW; 200 hp) @ 6800 rpm
    - Torque: 232 N·m (171 lb·ft) @ 4500 rpm (166 lbft @ 4500 rpm U.S.)
    - Bore: 87 mm
    - Stroke: 99 mm
    - Compression: 10.5:1
    - Redline:
      * Automatic 7100 rpm
      * [Sequential Sportshift](http://en.wikipedia.org/wiki/Tiptronic) 7300 rpm (7100 rpm U.S.)
      * Manual 7600 rpm (7100 rpm U.S.)
    - Note: The 2006-2008 K24A2 in the U.S. market Acura TSX has the following improvements[[2]](http://en.wikipedia.org/wiki/Honda_K_engine#cite_note-1)
      * Power: 205 hp @ 7000 rpm
      * Torque: 164 lbft @ 4500 rpm
      * Increased intake flow:
        + Intake valve + 1 mm oversize
        + Intake cam High lift lobe with 0.9 mm more lift and 12 degrees more duration
        + Throttle body increased from 60-64mm
        + Radius on some intake pipes increased from 70-80mm
      * Increased exhaust flow
        + Exhaust Head pipe increased frm 60-65mm
        + Higher flow catalytic converter
        + Main (single) exhaust pipe increased from 54-57mm
        + Rear (twin) pipes increased in diameter from 42.5 to 45mm
      * Block improvements:
        + Additional air passages in crankcase for reduced pumping losses
      * Other
        + Stronger connecting rods
        + New crankshaft with more counterbalance weight
        + Revised pistons with more valve-piston clearance

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=17)]**K24A3**

* Found in:
  + 2003-2007 Honda Accord (Europe) and Japan(JDM)) and 2003-2007 Honda Accord Euro CL9 (Australia, New Zealand)
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 10.5:1
    - Power: 189 hp (140 kW) @ 6800 rpm
    - Torque: 164.5 ft·lbf (223;N·m) @ 4500rpm
    - VTEC Engagement: 6000rpm
    - Redline: 7400rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=18)]**K24A4**

* Found in:
  + 2003-2005 Honda Accord(USDM), 2003-2006 Honda Element
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 9.7:1
    - Power: 160 hp (119 kW) @ 5500 rpm (166 hp in 2007/2008)
    - Torque: 160 ft·lbf (218 N·m) @ 4500 rpm (@4000 rpmin 2007/2008)
    - Redline: 6800 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=19)]**K24A8**

* Found in:
  + 2006-2007 Honda Accord
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 9.7:1
    - Power: 166 hp (124 kW) @ 5800 rpm
    - Torque: 160 lb·ft (217 N·m) @ 4000 rpm
    - Redline: 6500 rpm
  + 2007-2008 Honda Element
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 9.7:1
    - Power: 166 hp @ 5800 rpm
    - Torque: 161 lb·ft (218 N·m) @ 4000 rpm
    - Redline: 6800 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=20)]**K24Z1**

* Found in:
  + 2007 [Honda CR-V](http://en.wikipedia.org/wiki/Honda_CRV) (RE3, RE4)
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 9.7:1
    - Power: 166 hp @ 5800 rpm
    - Torque: 161 ft·lbf @ 4200 rpm
    - Redline: 6500 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=21)]**K24Z2**

* Found in:
  + 2008 Honda Accord LX/LX-P trim models (CP2)
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 10.5:1
    - Power: 177 @ 6500 rpm
    - Torque: 161 ft·lbf @ 4300 rpm
    - Redline: 6800 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=22)]**K24Z3**

* Found in:
  + 2008+ Honda Accord LX-S/EX/EX-L trim models (CP2, CS1)
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 10.5:1
    - Power: 190 @ 7000 rpm
    - Torque: 162 ft·lbf @ 4400 rpm
    - Redline: 7100 rpm
* Found in:
  + 2009+ [Acura TSX](http://en.wikipedia.org/wiki/Acura_TSX)
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 11.0:1
    - Power: 201 @ 7000 rpm
    - Torque: 172 ft·lbf (MT), 170 ft·lbf (AT) @ 4300 rpm
    - Redline: 7100 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=23)]**K24Z4**

* Found in:
  + 2008-2009 [Honda CR-V](http://en.wikipedia.org/wiki/Honda_CRV) (RE7)
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 9.7:100
    - Power: 166 hp @ 5800 rpm
    - Torque: 161 ft·lbf @ 4200 rpm
    - Redline: 6500 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=24)]**K24Z5**

* Found in:
  + 2009+ Honda Spirior
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 10.5:1
    - Power: 184 @ 6500 rpm (133 kW @ 6500 rpm)
    - Torque: 164 ft·lbf @ 4300 rpm (225Nm @ 4300 rpm)
    - Redline: 6800 rpm

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=25)]**K24Z6**

* Found in:
  + 2010 Honda CR-V (all trim models)
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 10.5:1
    - Power: 180 HP @ 6800 RPM
    - Torque: 161 lbs·ft @ 4400 RPM
    - Redline: 7100 RPM

[[edit](http://en.wikipedia.org/w/index.php?title=Honda_K_engine&action=edit&section=26)]**K24Z7**

* Found in:
  + 2012 Honda Civic Si (US)
    - Displacement: 2,354 cc (143.6 cu in)
    - Bore and Stroke: 87 mm x 99 mm (3.43 x 3.90 inches)
    - Compression: 11.0:1
    - Power: 201 HP @ 7000 RPM
    - Torque: 170 lbs·ft @ 4400 RPM
    - Redline: 7000 RPM

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* 1. [**^**](http://en.wikipedia.org/wiki/Honda_K_engine#cite_ref-0) [http://www.acura.com](http://www.acura.com/)
  2. [**^**](http://en.wikipedia.org/wiki/Honda_K_engine#cite_ref-1) <http://www.hondata.com/reflash_tsx_06.html>

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* Honda engine pages: [i-VTEC DOHC](http://www.honda.co.jp/tech/auto/engine/i-vtec/index.html), [2.0L DOHC i-VTEC](http://www.honda.co.jp/tech/auto/engine/20i-vtec/index.html)
* K Series VTEC Breakdown: [K Series VTEC Breakdown](http://www.jdmuniverse.com/forums/hybrid-house/64257-honda-k-engine.html)

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