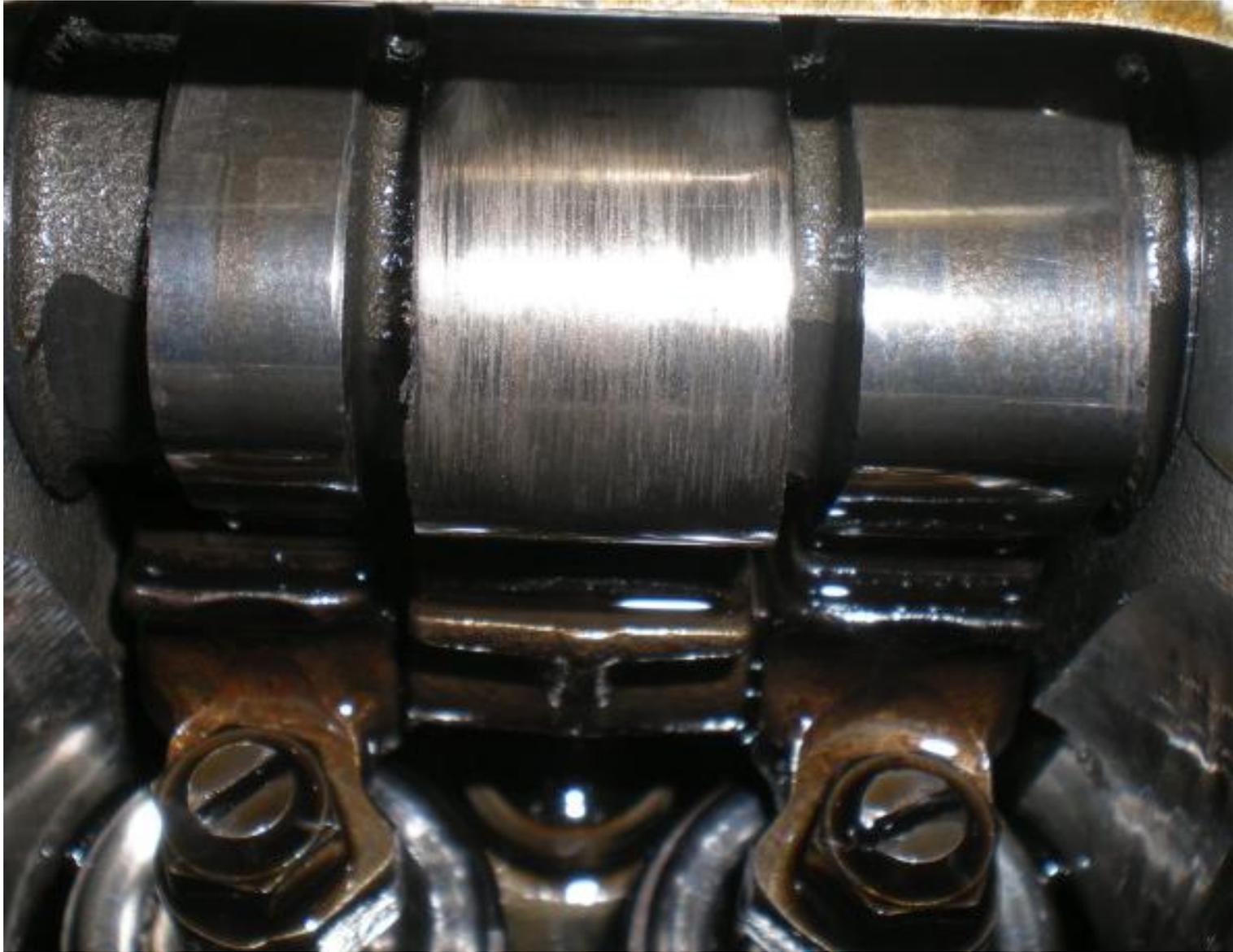


# Camshaft failure of Skunk2 Stage2 Tuner Series cams for B series engine



# The setup

- B18C5 head and block, OEM bottom end
- Skunk2 Stage2 Cams
- Skunk2 Valve Springs and Titanium retainers

Boxes my cams came in



S2 retainers



Worn cam seen  
in NEW  
condition during  
assembly



S2 Springs

# Prior to assembly:

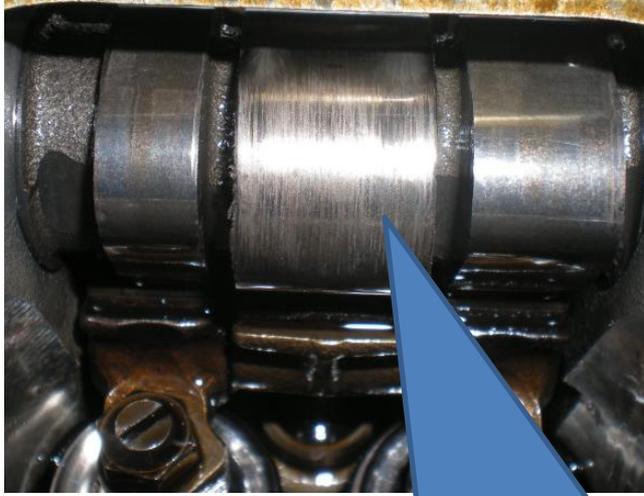


Pics I took prior to cam installation. Note that all rocker pads look good.



# The issue:

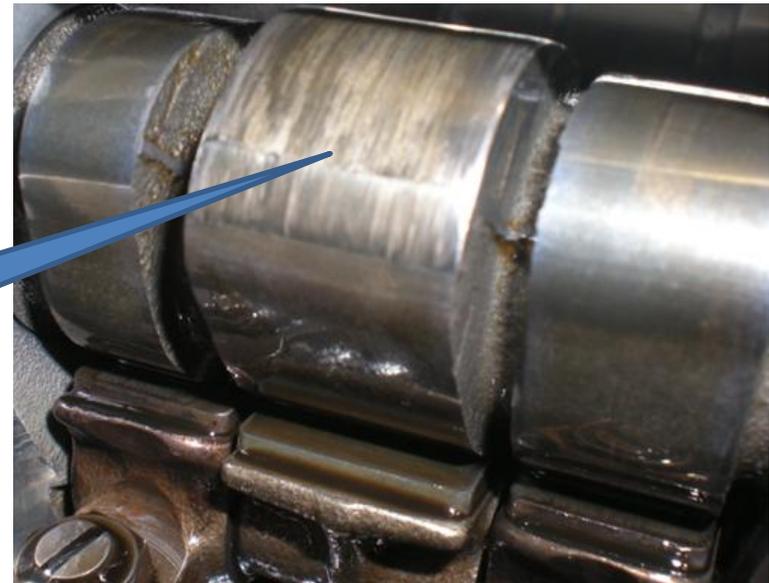
At 3k miles, I pulled the valve cover to inspect valve lash, and found this:



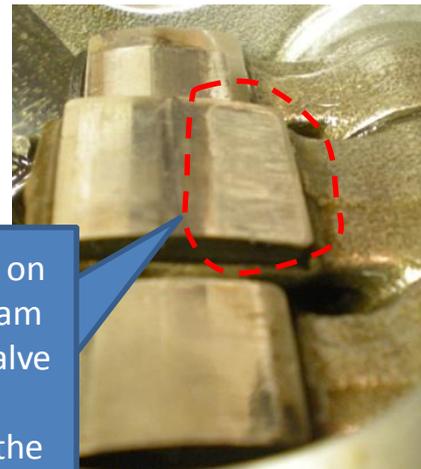
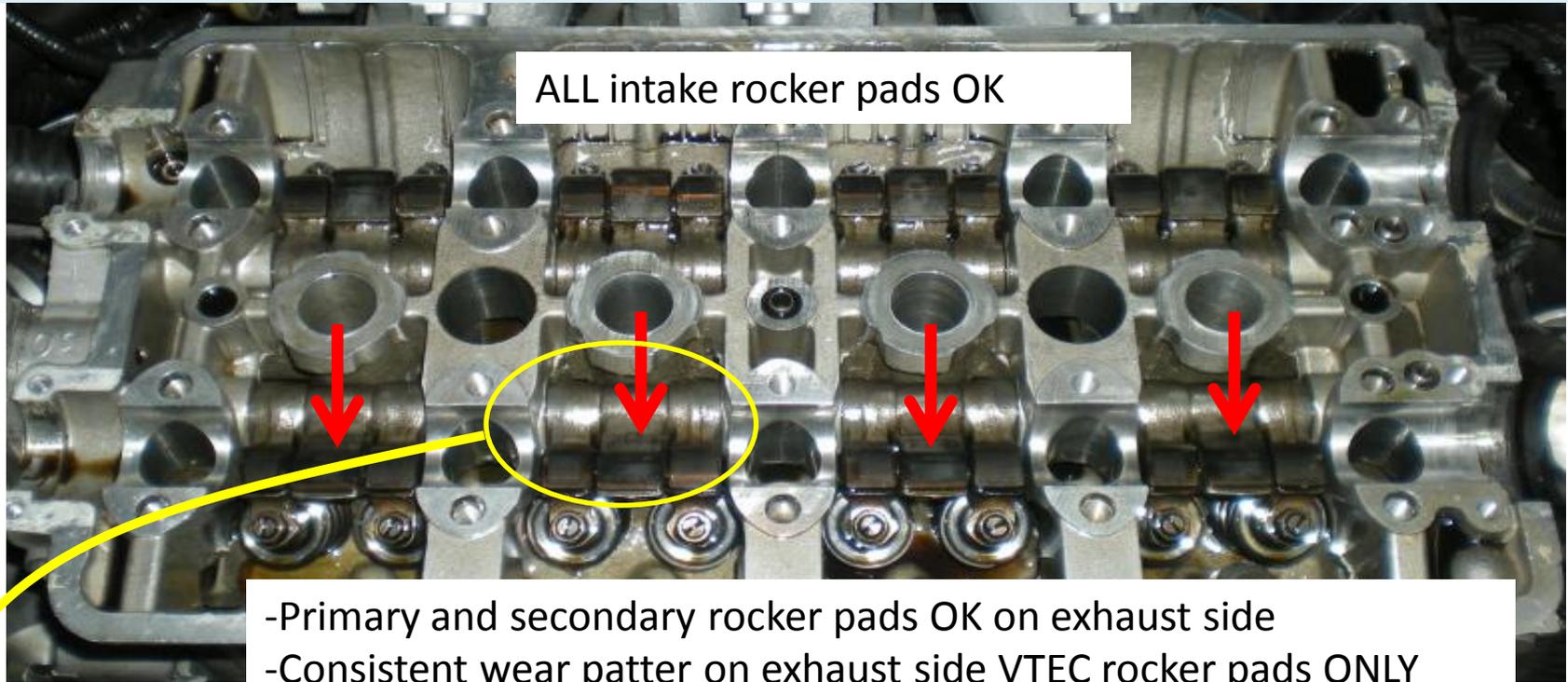
Severe wear on all 4 exhaust cam VTEC lobes (intake cam and all primary & secondary lobes OK)



-Parting line evident  
-Wear is only on "valve closing" side of cam lobe



# The issue continued:



Rocker wear only on pad in the area cam contacts during valve closing. This coincides where the cam shows wear



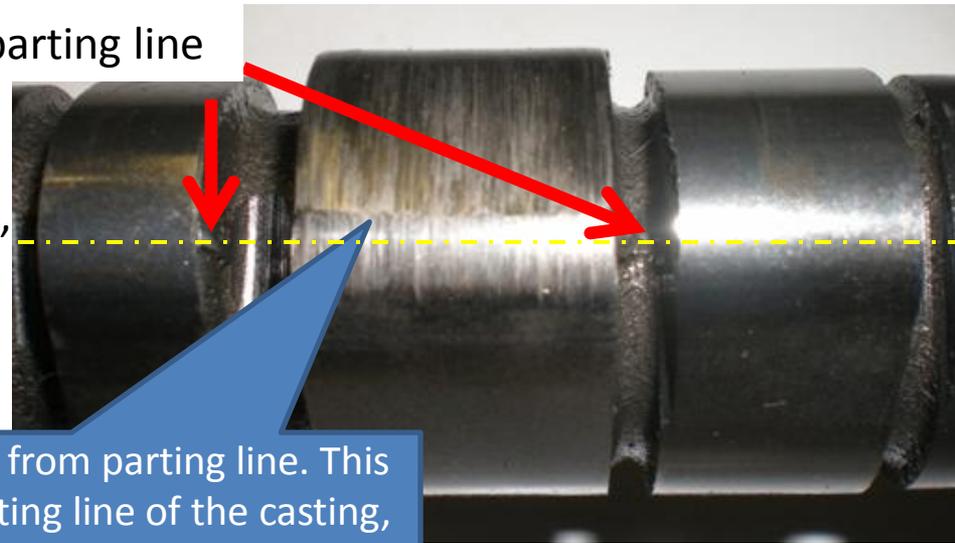
# The issue continued more:

“Valve open” side of cam lobe looks like new



Very noticeable transition from “good” to “bad” as max lift is reached. Can be felt.

Casting parting line



Wear area propagates from parting line. This coincides with the parting line of the casting, leading me to believe it is a material or casting issue

Wear is seen along “valve closing” side of lobe.



## Possible causes:

### 1. Oil starvation

- Not a cause** because Intake side showed zero wear
- Primary and secondary lobes and rockers of problem cam are still in good condition
- Generous assembly oil used

### 2. Rockers were defective from the start

- Not a cause** because photo evidence shows rockers in great shape prior to assembly
- Stock cams that came out were in great shape

### 3. Valve train stress high

- Not a cause** because Skunk2 recommended components used in conjunction
- Lost motion assemblies checked before assembly and still function perfectly
- Cam angles set to S2 recommended settings. Motor clayed for clearances
- Rev limiter at 9,000 rpm

### 4. Cam defect

- Probable cause** because cams show consistent wear across exhaust vtec lobe ONLY
- Wear starts at the casting parting line. A line can be felt in this area on the cam lobe
- Parting line witnessing onto cam friction surface caused wear to rockers
- Improper casting can cause weak and porous material to exist around parting line.

# The issue continued more:

The cams were ordered new from Ebay seller TDA Motorsports on 4/15/2011

My eBay: Purchase history [cpgorey08 \(12 ★\)](#) [Tell us what you think](#)

Activity Messages (1) Account Applications The My eBay landing page is set to Summary [Change]

### Summary

- Buy
  - Bids / Offers (0)
  - Didn't win (0)
  - Deleted

### Purchases

Show:  Recent  Archive ( Past purchases since 2010 )

All (14)

Period: Last year (2011) Sort by: Sale Date

	Price *	Actions
SKUNK2 CamShaft Pro 1+ 88-91 CRX/93-97 Del Sol B16A (280568976676) tda_motorsports   12223   99.6% Sale date: 04/15/11	\$633.99 Free shipping	<a href="#">View seller's other items</a> <a href="#">View similar items</a> <a href="#">More actions</a>

The purchase records show that the Pro 1+ cams were purchased. After the transaction was completed, the seller informed me that the Pro1's were on backorder. I opted to get The Tuner Series Stage2 cams instead.

# PAYPAL receipt for cams:

## Shopping Cart Contents

Qty	Item	Options	Price
1	SKUNK2 CamShaft Pro 1+ 88-91 CRX/93-97 Del Sol B16A Item # 280588978878		\$633.99 USD
<b>Amount</b>			<b>\$633.99 USD</b>

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## Business Contact Information

Customer Service Email: [sales@tdamotorsports.com](mailto:sales@tdamotorsports.com)

Customer Service Phone: 626-617-4600

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Item Total: \$633.99 USD

Sales Tax:

Shipping: \$0.00 USD

Seller discount or charges: \$0.00 USD

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Total amount: -\$633.99 USD

Fee amount: \$0.00 USD

Net amount: -\$633.99 USD

Date: Apr 15, 2011

Time: 05:57:46 PDT

Status: Partially Refunded

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Insurance: \$0.00 USD