

Engine Specs

2006-2008 Acura TSX-S K24a2 Engine or Honda JDM K24A equivalent to US Market Engine.

****No other K series engines****

****This engine race package will be under review throughout the 2024 race season and may be adjusted by the tech committee and Board of Directors.**

1. All internal engine components will remain OEM stock for the engine.
 - a. No Hybrid engine builds (i.e., using different cams in different formats, changing of v-tech cam gears)
 - b. No Porting or modifications to engine in any way.
 - c. Milling of head for head gasket purpose only (must declare the amount removed to tech before reinstalling. This will be monitored for any advantages and may have a weight penalty, subject to the Tech Committee and Board.
 - d. No lightening of internal components
2. Stock Oil Pump
3. Oil pan may be altered for capacity and frame clearance only. No aftermarket windage trays/plates.
4. Intake must remain stock with OEM throttle body (Part # 16400RBBA01).
5. Aftermarket Air Filter OK
6. Injectors will remain stock OEM.
 - a. No aftermarket injectors
 - b. No altering of injectors from stock CC flow.
7. Adapter plate and flywheel can be changed for adapting to transmission.
8. Flywheel, clutch, and transmission – follow construction rules.
9. Crank pulley will remain stock.
 - a. Alternator and power steering are optional.
 - b. Accessory pulleys can be changed as needed for belt clearance and adjustment.
 - c. The original water pump must be driven off the crank. No electric water pumps.
10. Crankcase venting to catch can is permitted. No other altering of factory crank case venting. (i.e., modifying valve cover, etc.)
11. Aftermarket or OEM header OK.
12. Exhaust – follow construction rules.
13. The truck's weight will be minimum **2350 lbs.** with the driver. All other weight rules follow construction rules. (The tech committee and board will review weight after the 3rd race of the season and may adjust weight.)
14. Engine control unit will be Link ECU #237-400 only.
 - a. No other form of engine management permitted.
 - b. ECU must be accessible for tech inspection and monitoring. This includes downloading or uploading.
15. The Link ECU will regulate fuel pressure.
16. Honda Claimer: \$2,000 Honda motor claimer fee. The claimer items include the block, head, intake, throttle body and injectors. The claimed motor needs to be put into the claimers truck and ran at the next truck race. It cannot be claimed and left to sit in a garage. Claimer is required to pay \$2,000 cash at the track. Motor is to be removed at track. Claimer is required to pay any fees associated with truck's tow truck driver to pull motor at the track.
17. **Additional Notes on Next Page:**

Honda Motors Additional Info: (Information Added Mar 2024 after meeting)

Rich Tune address
3875 Stteilacoom Blvd., SW, Suite C
Lakewood, WA 98499

K24 drive by wire works with C6 or BMW pedal or you can use the 60 mm throttle body with cable drive. This is what Arron purchased for roughly \$80.

Link can lock these setting once we have confirmed tuning. Links states this can be verified remotely.

We currently have 5 trucks running the Honda motors. Arron spent \$715 for the tune.

#88 Motioned to split original cost of tune among the (5) Honda drivers (if 2nd trucks tune is similar). Going forward the new Honda members would pay the club the \$140 for the tune / seconded by #24

**Honda tune will be locked so that the motor cannot exceed 8200 RPM's

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