

Engine Code/Type	Vehicle	Year(s)	C/R	Engine Displacement	HP/PS	Bore	Stroke	Head CC's	Con Rod Ratio	Con Rod Length (mm)
<b>B16A</b> DOHC Vtec (JDM)	<b>EF8,9</b> <b>DA6, 8</b> <b>EG2,6,9</b> <b>EK4</b>	<b>89-91</b> ----- <b>92+</b>	<b>10.2*</b> ----- <b>10.4*</b>	<b>1587.12</b>	<b>160</b> ----- <b>170</b>	<b>81</b>	<b>77.4</b>	<b>42.7</b>	<b>1.74</b>	<b>134</b>
<b>B16A2, 3</b> DOHC Vtec (US)	<b>DelSol Si Vtec</b> <b>Si Coupe (1999)</b>	<b>93+</b>	<b>10.2*</b>	<b>1587.12</b>	<b>160</b>	<b>81</b>	<b>77.4</b>	<b>42.7</b>	<b>1.74</b>	<b>134</b>
<b>B16B</b> DOHC Vtec (JDM only)	<b>EK9/Civic-R</b>	<b>98-00</b>	<b>10.8</b>	<b>1587.12</b>	<b>185</b>	<b>81</b>	<b>77.4</b>	<b>42.7</b>	<b>1.74</b>	<b>approx.</b> <b>144</b>
<b>B17A1</b> DOHC Vtec (US only)	<b>Integra GS-R</b> (DA)	<b>92-93</b>	<b>9.7.1</b>	<b>1677.81</b>	<b>160</b>	<b>81</b>	<b>81.4</b>	<b>42.7</b>	<b>1.62</b>	<b>131.87</b>
<b>B18A1, B1</b> DOHC (US)	<b>Integra</b> <b>LS/RS/GS/SPL.</b> (DA, DB, DC)	<b>90-93</b> ----- <b>94+</b>	<b>9.2</b>	<b>1834.47</b>	<b>140</b> ----- <b>142</b>	<b>81</b>	<b>89</b>	<b>45</b>	<b>1.54</b>	<b>137</b>
<b>B18B</b> DOHC (JDM)	<b>Integra ES</b> (DB)	<b>Mid 1993+</b>	<b>?</b>	<b>1834.47</b>	<b>145</b>	<b>81</b>	<b>89</b>	<b>45</b>	<b>1.54</b>	<b>137</b>
<b>B18C1</b> (US)	<b>Integra GS-R</b> (DB, DC)	<b>94-01</b> ----- ----	<b>10.1</b> ----- ----	<b>1797.36</b>	<b>170</b> ----- ----	<b>81</b>	<b>87.2</b>	<b>41.6</b>	<b>1.58</b>	<b>137.9</b>
<b>B18C</b> (JDM)	<b>Integra</b> <b>Si-Vtec, SiR-G</b> (DB, DC)	<b>93.5-00</b>	<b>10.6</b>		<b>180</b>					
<b>B18C-5</b> (US)	<b>Integra-R</b> (DB8, DC2)	<b>97-01</b> ----- ----	<b>10.6</b> ----- ----	<b>1797</b>	<b>195</b> ----- ----	<b>81</b>	<b>87.2</b>	<b>42.7</b>	<b>1.58</b>	<b>137.9</b>
<b>B18C</b> (JDM)	<b>Integra-R</b> (DB8, DC2)	<b>95.5-01</b>	<b>11.1</b>		<b>200</b>					
<b>B20A3</b> (US)	<b>Prelude S &amp; 2.0S</b> (12 valve)	<b>88, 90-91</b> (no 89 model)	<b>9.0</b>	<b>1958.14</b>	<b>?</b>	<b>81</b>	<b>95</b>	<b>46.3</b>	<b>1.50</b>	<b>142.75</b>
<b>B20A5</b> (US)	<b>Prelude Si</b> <b>(12 valve)</b>	<b>88</b>	<b>9.0</b>	<b>1958.14</b>	<b>?</b>	<b>81</b>	<b>95</b>	<b>47.3</b>	<b>1.50</b>	<b>142.75</b>
<b>B20A5</b> (US)	<b>Prelude Si</b> <b>(16 valve)</b>	<b>89</b>	<b>9.0</b>	<b>1958.14</b>	<b>?</b>	<b>81</b>	<b>95</b>	<b>47.3</b>	<b>1.50</b>	<b>142.75</b>
<b>B20A5</b> (US)	<b>Prelude 2.0Si</b> <b>(16 valve)</b>	<b>90-91</b>	<b>9.0</b>	<b>1958.14</b>	<b>?</b>	<b>81</b>	<b>95</b>	<b>47.3</b>	<b>1.49</b>	<b>141.7</b>
<b>B21A1</b> (USDM)	<b>Prelude 2.0Si</b> <b>(16 valve)</b>	<b>90-91</b>	<b>9.4</b>	<b>2056.03</b>	<b>?</b>	<b>83</b>	<b>95</b>	<b>51</b>	<b>1.49</b>	<b>141.7</b>

\* 10.2 CR is for **ALL** US B16A engines from **1992** up till now, including the 99+ Si coupes.

For JDM B16A engines, the 10.2 cr ended in late '91, and was bumped up to **10.4** because of newly used 'P30' pistons used in the 92+ B16

engines. All 92-00 JDM vehicles w/B16A engines have 10.4cr because of the **P30** pistons.

