



Adjustable Cam Sprocket For
Honda Civic, 1988-1995, Catalog #4720 (Clear) & #4722 (Red)
& Honda Civic, 1996-2000, Catalog #4724 (Clear) & #4725 (Red)
INSTALLATION INSTRUCTIONS

Note: The following instructions supersede those shown on packaging.

PLEASE study these instructions carefully before installing your new Adjustable Cam Sprocket for Honda Civic 1988-1995, and 1996-2000. If you have any questions or problems, do not hesitate to contact our Technical Hotline at: 1-800-416-8628, from 7am-5pm, Monday-Friday, Pacific Standard Time or via e-mail at: Edelbrock@Edelbrock.com. Please fill out and mail your warranty card. Remember to write the part number of this product in the "Part # ____" space. Thank you.

- Description: The Edelbrock adjustable cam sprockets, #4720 & #4722 fit SOHC 1988-1995 Honda Civics, and #4724 & #4725 fit SOHC 1996-2000 Honda Civics. The #4724/#4725 sprockets differ from the #4720/#4722 in that the position of the cam key is changed to match the factory position of the later engine. To visibly show this difference, the design of the gears is different (See Fig. 1). Each one degree increment represents one degree of cam movement, which is two degrees of crank movement. This is the industry standard. Because this product is adjustable, it is legal only for use on racing vehicles that are not to be used on public highways.
- Tuning Guidelines: In general, advancing the cam will increase low and mid rpm power and decrease peak horsepower. Retarding the cam has the opposite effect. Many applications benefit from advancing the cam 2°-5°. Ignition timing will also change with cam timing. Adjust as necessary. Dyno tuning is highly recommended to obtain the maximum performance.

1988-1995 Cam Sprockets have 5 holes in the hub.



Cam Sprockets for 1996-2000 models have 4 slots in the hub as shown.

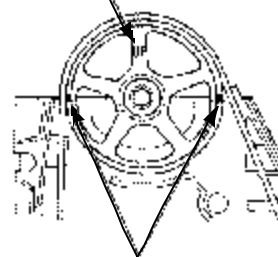


Fig. 1

INSTALLATION INSTRUCTIONS

- 1) Tag and remove the PCV hose, ignition wires, and the wire clamp. Remove the rocker cover. Removing the spark plugs will make it easier to turn the engine over later in the installation procedure.
- 2) Remove the top section of the plastic timing belt cover.
- 3) To help simplify the installation, turn the engine over to TDC on the number one cylinder (closest to the driver's side). Turn the crank shaft pulley mounting bolt using a socket wrench to turn the engine over. DO NOT use the starter. Make sure the spark plugs are removed to make this easier. The "up" letters on the stock cam sprocket should be up, and the timing marks horizontal (See Fig. 2).
- 4) Inspect the timing belt for cracks or oil or coolant soaking and replace, if present. Refer to your service manual for replacement instructions. Wipe up any oil or solvent that gets on the belt while you are working on it.

"Up" Mark

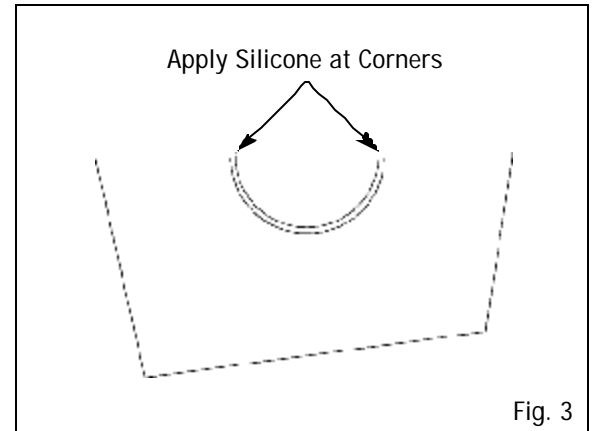


TDC Marks

Fig. 2

- 5) Loosen (do not remove!) the cam sprocket mounting bolt. If the camshaft and engine have rotated while loosening the cam sprocket, reset the engine to TDC before continuing.
- 6) Remove the tensioner access plug from the lower belt cover. Loosen (do not remove!) the belt tensioner mounting bolt. Slip the belt off of the cam sprocket.

- 7) Remove the cam sprocket mounting bolt and the cam sprocket. Be careful to not rotate engine or camshaft with the belt disconnected!
- 8) Install the Edelbrock Sprocket using the supplied Woodruff key. Set the adjustment to zero and tighten the socket head screws. With some blue Loctite on the threads, snug down the hub to cam bolt. Do not fully tighten at this time.
- 9) Slip the timing belt over the sprocket and rotate the engine 5-6 revolutions (counterclockwise when facing the engine pulleys) to seat the belt.
- 10) Tighten the tensioner-mounting bolt to 40 ft-lbs. If you can twist the belt more than 90° by hand, the belt is too loose. If so, check to see if the tensioner is stuck by loosening the mounting bolt and pulling up on the tensioner (use a bent hanger or hook). Don't forget to replace the tensioner access plug.
- 11) You may now torque the hub to cam bolt to 40 ft/lbs.
- 12) Loosen the five socket head screws and adjust the gear to the desired degrees by turning the cam via the hub to cam mounting bolt. *(Tip: In some cases, it is easier to turn the crankshaft pulley while the socket head screws are loose to adjust the cam timing).* Tighten the screws. When set at 0°, our adjustable sprocket duplicates the stock cam timing. Not all adjustable gears use a true 0°.
- 13) Replace the belt cover.
- 14) Clean the valve cover seal surfaces on the head. If the seal is not cracked or hardened, it may be re-used. Press it into the receiver groove in the cover.
- 15) Apply a small amount of automotive sensor safe silicone to the four corner edges on the head seal surface where the cam caps meet the head. Let silicone set up for 10 minutes before installing the cover *(See Fig. 3).*



- 16) Tighten the cover bolts to 8 ft-lbs in two or three steps.
- 17) Install the spark plugs, ignition wires, ignition wire clamp, and PCV hose.

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