

D15b Manual

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With the manual transmission, the VTEC-D15B uses a 4.25 final drive ratio with 1st and 2nd gear ratios of 3.25 and 1.9 respectively. These are actually very high gear ratios and helps give manual EG4 & EG8 a preppy performance.

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D15B 1.5i SOHC VTEC  
The valve clearances for D15B were 0.2 mm for intake valves, and 0.25 mm for exhaust valves. Electronic injection system was mainly used in these engines, but the first versions used carburetors. Honda D15 firing order was 1-3-4-2. The size of D15B throttle body was 56 mm. The size of D15B fuel injectors was 240 cc.

Honda D15B engine (D15A, D15Z, D15Y) | Reliability, tuning  
4. D15B - 16 valve carburetor (Dual Carb), electronic injection later, compression ratio is 9.2:1, the power of 103 hp. The engine was in production from 1988 to 2001. (The most mass engine in the D-series) 5. D15B VTEC - the analog on injection D15B with VTEC, compression ratio now is 9.3, the power is 130 hp. Produced from 1992 to 1998.

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