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The Honda D16Y8 is a 1.6L 4-cylinder VTEC engine with a single overhead cam (SOHC). Right off the production line in 1996 it had 127 hp and 107 lb-ft of torque. The engine was only produced for four years before it was replaced by the Honda D17 series engine, however it is still popular to this day.

[D16Y8 Engine Specs - HCDMAG.com](#)

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Q: What Honda engine has a D16Y8? Advertisement Click Here to Read More Advertisement A: The D16Y8 was produced for the Honda Civic EX in the years 1996-2000. The D16Y8 is one of the more popular Honda engines sought out by tuners today. — Brendan Baker

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Those performance variants like the D16Z6 or D16Y8 did not come along until the 90s. The D-Series line-up ranged from a pretty weak 1.2L up to a 1.7L, but the D16 is a 1.6L as the “16” in the name designates.

[Honda D16: Everything You Want to Know | Specs and More](#)

The D16Y8 engine is a 1.6 liter, 16 valve, SOHC VTEC that produces 127 horsepower at 6,600 RPM and 107 lb-ft of torque at 5,500 RPM in stock form. The engine redlines at 6,800 RPM and has a rev limit of 7,200 RPM. In contrast, the D16Z6 VTEC produced 125 horsepower at 6,600 RPM and 106 lb-ft of torque at 5,200 RPM.

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At King, we build street and race engines from all of the D Series variations - but for the consideration of performance in the USDM cars, we'll concentrate on the D15 and D16. Although there are several sub-categories of each, the D15 is a 1.5 liter and the D16 is a 1.6 liter. Both engines came in V-TEC and non V-TEC configurations, as well as ...

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The Honda D series inline-four cylinder engine is used in a variety of compact models, most commonly the Honda Civic, CRX, Logo, Stream, and first-generation Integra. Engine displacement ranges between 1.2 and 1.7 liters. The D Series engine is either SOHC or DOHC, and might include VTEC variable valve timing. Power ranges from 66 PS (49 kW) in the Logo to 130 PS (96 kW) in the Civic Si.

[Honda D engine - Wikipedia](#)

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Honda Civic motor for 1996-2002 D16Y8 that fits in EX & HX Civic is another important and hard-to-find Honda Civic engine which we always run out of. We have the largest stock of all kinds of Honda civic motors in the industry. All Civic motors are tested before shipment. Call us for a price quote and our trained sales team will take care of you.

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JDM D15B VTEC Engine D16Y8 Motor for Honda Civic 1996-1999. Item ID 1196 Model(s) Honda Civic 1996-1999 Replacement for D16Y8 (1.6 to 1.5) Mileage

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The D16Y8 is a SOHC (Single Overhead Cam) design with a displacement of 1.590cc. The factory redline is set at 6800 rpm with a rev limit to 7200 rpm and the VTEC switchover point at 5600 rpm. Factory compression ratio is 9.6:1, cylinder bore size is 75mm and crankshaft stroke is 90mm.

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[Engine Details - Japanese Engines Inc](#)

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When it comes to their personal transportation, today's youth have shunned the large, heavy performance cars of their parents' generation and instead embraced what has become known as the "sport compact"--smaller, lightweight, modern sports cars of predominantly Japanese manufacture. These cars respond well to performance modifications due to their light weight and technology-laden, high-revving engines. And by far, the most sought-after and modified cars are the Hondas and Acuras of the mid-'80s to the present. An extremely popular method of improving vehicle performance is a process known as engine swapping. Engine swapping consists of removing a more powerful engine from a better-equipped or more modern vehicle and installing it into your own. It is one of the most efficient and affordable methods of improving your vehicle's performance. This book covers in detail all the most popular performance swaps for Honda Civic, Accord, and Prelude as well as the Acura Integra. It includes vital information on electrics, fit, and drivetrain compatibility, design considerations, step-by-step instruction, and costs. This book is must-have for the Honda enthusiast.

The Honda K-Series engine was introduced in 2001, replacing the B-Series as the engine of choice for Honda enthusiasts. These new K-Series engines are the most powerful stock Honda/Acura engines you can get. They featured new technology such as a roller rocker valvetrain, better flowing heads, and advanced variable cam timing technology that made these engines suddenly the thing to have. And that's where the engine swappers come in. In *Honda K-Series Engine Swaps*, author Aaron Bonk guides you through all the details, facts, and figures you will need to complete a successful K-Series swap into your older chassis. All the different engine variants are covered, as well as interchangeability, compatibility, which accessories work, wiring and controls operation, drivetrain considerations, and more. While you can still modify your existing B-Series, dollar for dollar, you can't make more power than you can with a Honda K-Series engine. If you have an older chassis and are looking for a serious injection of power and technology, swapping a K-Series engine is a great option. *Honda K-Series Engine Swaps* will tell you everything you need to know.

A comprehensive guide to modifying the D, B and H series Honda and Acura engines.

The first in a series of books compiled by Sport Compact Car magazine, this authoritative handbook takes on the hot rod trend of import performance. This specialized guide includes the latest how-to advice on every facet of modifying Honda Civics and Accords and Acura Integras.

8 1/2 x 11, Color on cover only, 300 b/w photos The number one engine modification that sport compact enthusiasts want is the addition of some form of forced induction. *Sport Compact Turbos & Blowers* is an enthusiast's guide to understanding, installing, and using turbochargers and superchargers on sport compact cars. Included is information on blower basics, how blowers work, roots blowers, screw-type superchargers, centrifugal superchargers, an analysis of turbocharging vs. supercharging, turbo systems for sport compacts, building a blown/turbo'd sport compact engine, and blower/turbo accessories. All the information readers need to make their sport compact car the hottest on the street is found right here.

Don't these boys get it? How many times must they get into trouble before they catch on? Best friends William and Thomas are back at it again with even more action and adventure. The poor community of Itchygooney isn't safe when William has a plan. This time there's an attack drone, a ghostly rocking chair, a slam-dunking wizard, and a UFO. Will these boys ever be stopped? Let's hope not! *Back 4 More* is the fourth book in the ongoing *I Told You So* series of humorous stories shared in short standalone bursts. If they were any longer you couldn't handle it!

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