

# D16y8 Engine

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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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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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6 product ratings - Honda Civic 1.6 D16Y8 Block SOHC 16V Vteck, Non Vteck 96-2000 \$499.00 Trending at \$730.00 Trending price is based on prices over last 90 days.

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### [Engine Details - Japanese Engines Inc](#)

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