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Honda D15B engine (D15A, D15Z, D15Y) | Reliability, tuning

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(The most mass engine in the D-series). 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. Since 1995 the engine has 3-Stage VTEC. D15B1 – 71 hp 8 valve fuel injection engines with changed connecting rods and pistons, compression ratio is 9.2.

Honda D15B Engine Problems and Specs | Engineworks

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Honda D15B, D16A, ZC, D17A, D17A VTEC and Non VTEC Motors

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The VTEC-D15B engine is a 16-valve SOHC design with a displacement of 1493cc and uses the PGM-Fi fuel injection system. It develops a high 130ps at 6800rpm with max torque of 14.1kgm at 5200rpm. 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.

the VTEC-D15B engine - Temple Of VTEC Asia

D-series production commenced 1984 and ended 2005. D-series engine technology culminated with production of the D15B 3-stage VTEC (D15Z7) which was available in markets outside of the United States. Earlier versions of this engine also used a single port fuel injection system Honda called PGM-CARB, signifying the carburetor was computer controlled.

Honda D engine - Wikipedia

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