

4341567

hot street - dirt track

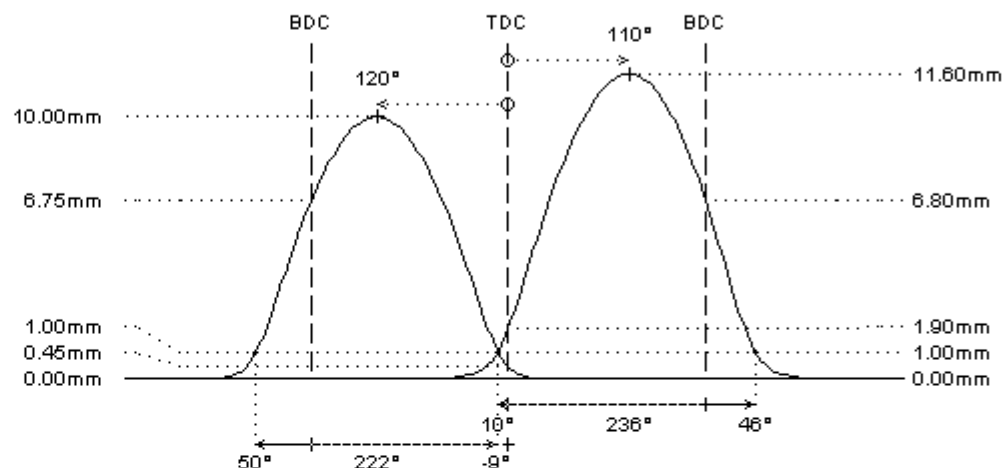
Mitsubishi 4G63 evo 1-2-3

I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 296°	264°
duration @ 1.0mm	: 236°	221°
valve lift	: 11.60mm	10.00mm
cam lift	: 6.75mm	5.75mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 10° / 46°	50° / -9°
valve lift @ TDC	: 1.90mm	0.45mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S10011	: PAC-S10011
interior spring	:	:
fitted load / length	: 28kg @ 39.5mm	: 33kg @ 38.5mm
max. load / lift	: 92kg @ 13.0mm	: 97kg @ 13.0mm

REMARKS :



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- # **"type 1"** steel billet camshafts for Mitsubishi 4G63 DOHC engines (Lancer evo 1-2-3):
 - engine fitted left / gearbox right (driver's point of view)
 - ignition drive on intake camshaft with **M8** bolt
- # negative radius cam design for improved midrange torque
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # for BIG TURBO conversion (std to big turbo)