

4341803

hot street - dirt track

Mitsubishi 4G63 evo 1-2-3

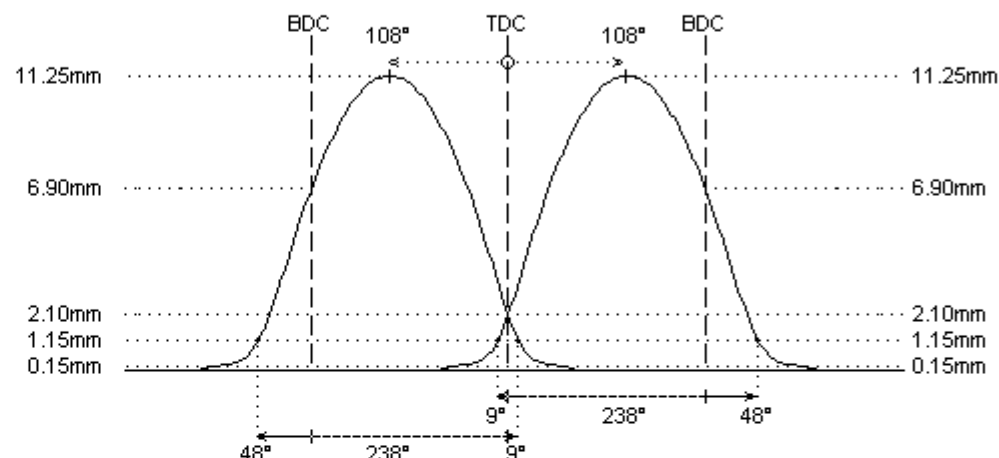
I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 287°	287°
duration @ 1.0mm	: 237°	237°
valve lift	: 11.25mm	11.25mm
cam lift	: 11.25mm	11.25mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 9° / 48°	48° / 9°
valve lift @ TDC	: 2.10mm	2.10mm
parts setup:		
cam wheels :	:	:
follower	: INFO	: INFO
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	: 0kg @ 39.5mm	: 0kg @ 38.5mm
max. load / lift	: 0kg @ 13.0mm	: 0kg @ 13.0mm

REMARKS :

engine with hydraulic rocker arm studs. To use camshafts with mechanical profiles, mechanical studs MUST be used. In case of doubt, please contact your distributor



REMARKS :

- # **"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
- # engine with hydraulic rocker arm studs. To use camshafts with mechanical profiles, mechanical studs **MUST** be used. In case of doubt, please contact your distributor
- # negative radius cam design for improved midrange torque
- # **ONLY** for dirt track applications and pro street use with adjustable engine management or carburetors