

4341805

tarmac rally - race

Mitsubishi 4G63 evo 1-2-3

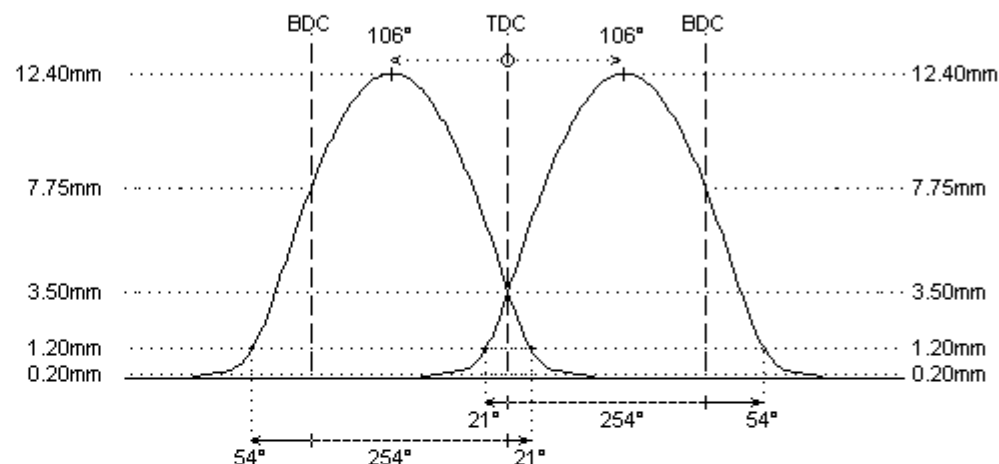
I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.17mm	0.17mm
duration @ 0.1mm	: 304°	304°
duration @ 1.0mm	: 255°	255°
valve lift	: 12.40mm	12.40mm
cam lift	: 7.20mm	7.20mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 21° / 54°	54° / 21°
valve lift @ TDC	: 3.50mm	3.50mm
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
- # **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
- # negative radius cam design for improved midrange torque
- # **ONLY** for use in competition engines with independent engine management (throttle position sensor) or carburetors