

4341806

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	: 309°	309°
duration @ 1.0mm	: 263°	263°
valve lift	: 12.35mm	12.35mm
cam lift	: 7.15mm	7.15mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 25° / 58°	58° / 25°
valve lift @ TDC	: 4.10mm	4.10mm

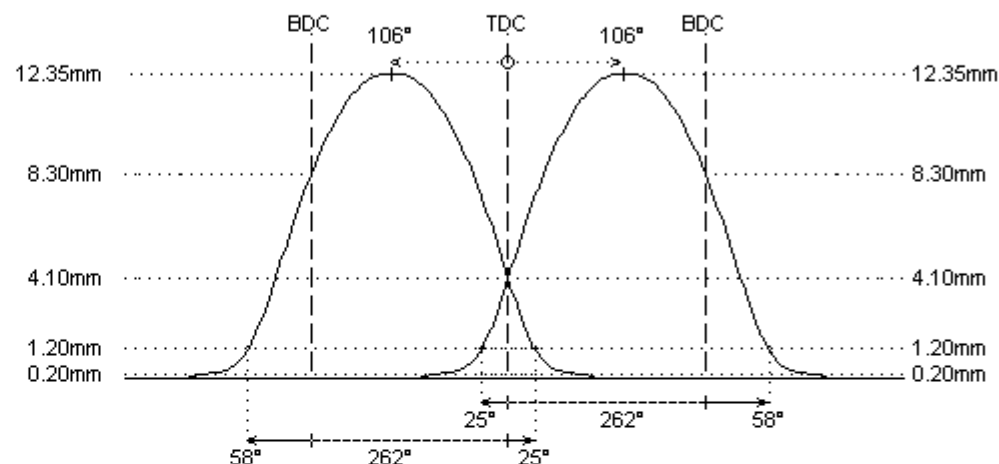
parts setup:

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
- # **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
- # **FLAT NOSE** cam design
- # **negative radius** cam design for improved midrange torque