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full race

Mitsubishi 4G63 evo 8MR

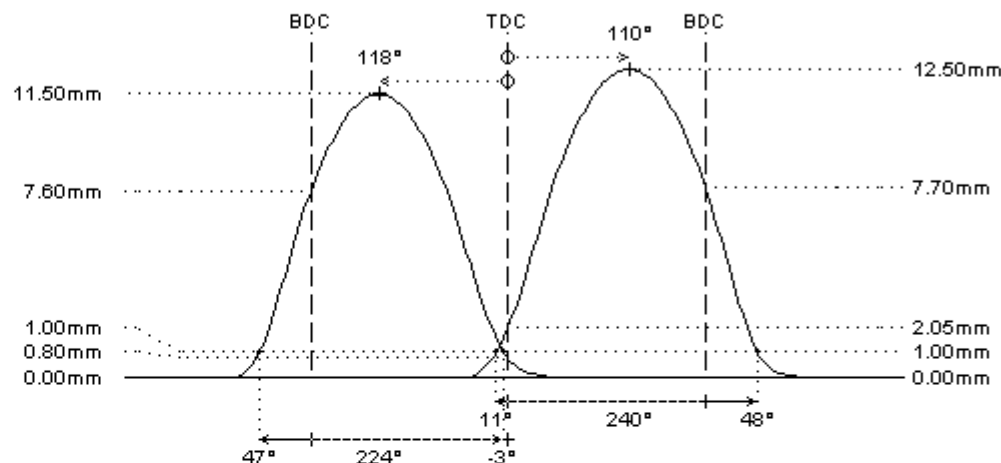
I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 284°	269°
duration @ 1.0mm	: 239°	224°
valve lift	: 12.50mm	11.50mm
cam lift	: 7.25mm	6.65mm
lobe angle	: 110°	118°
timing @ 1.0mm	: 11° / 48°	47° / -3°
valve lift @ TDC	: 2.05mm	0.80mm
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	: ✗ not available	: ✗ not available
lower retainer	: ✗ not available	: ✗ not available
exterior spring	: ✗ not available	: ✗ not available
interior spring	:	:
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

- # original valve spring info is not available
- # check std valve spring setup for coil bind length and use valve spring kit if required
- # valve spring kit can be developed on request



REMARKS :

- # **"type 4"** steel billet camshafts for Mitsubishi 4G63 DOHC engines (Lancer evo 8MR):
 - engine fitted right / gearbox left (driver's point of view)
 - ignition drive on exhaust camshaft with **M12** bolt (check before ordering)
 - std camshafts are hollow
- # for BIG TURBO conversion (std to big turbo)
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors