

# 4343513

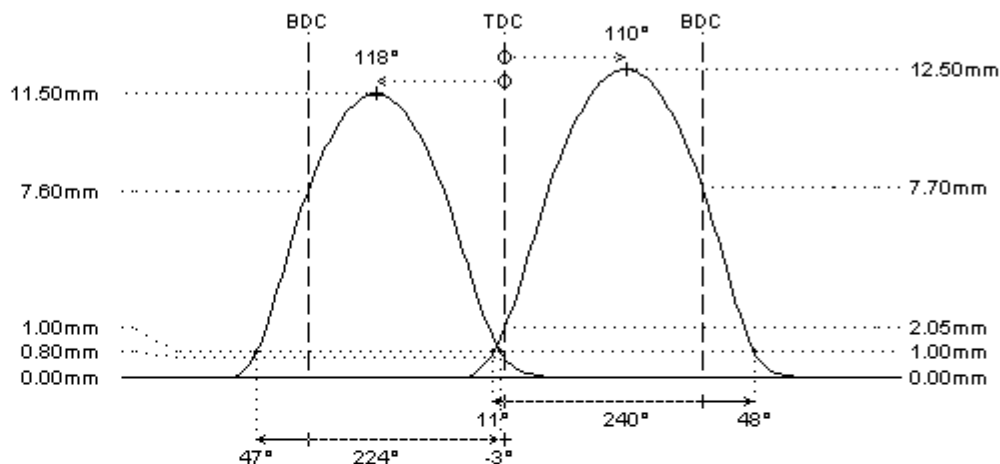
full race

Mitsubishi 4G63 evo 4-5-6

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



	intake	exhaust
<b>camshaft data:</b>		
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
<b>parts setup:</b>		
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	: <b>X not available</b>	: <b>X not available</b>
lower retainer	: <b>X not available</b>	: <b>X not available</b>
exterior spring	: <b>X not available</b>	: <b>X not available</b>
interior spring	:	:
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm



### REMARKS :

- # **"type 2"** steel billet camshafts for Mitsubishi 4G63 DOHC engines (Lancer evo 4-5-6):
  - engine fitted right / gearbox left (driver's point of view)
  - ignition drive on exhaust camshaft with **M8** bolt (check before ordering)
- # for BIG TURBO conversion (std to big turbo)
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors

### 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