

# 4345513

full race

Mitsubishi 4G63 evo 7-8

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

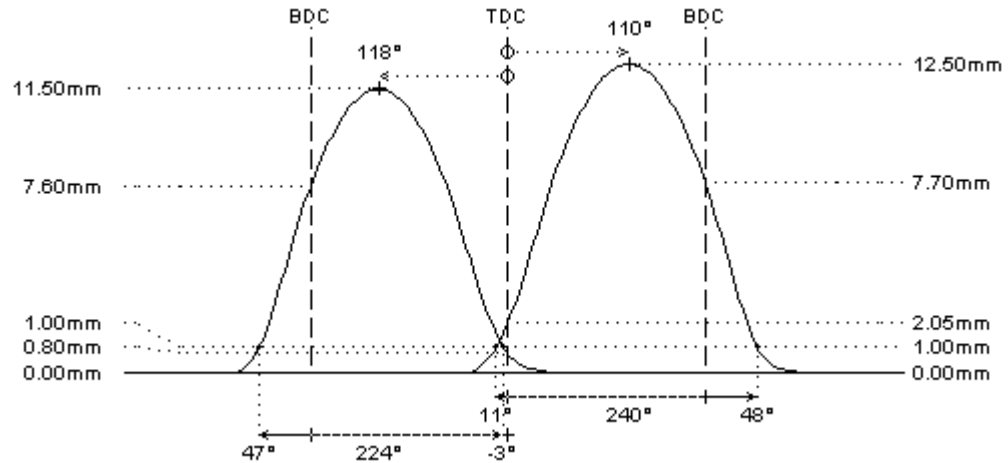
**parts setup:**

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	: <b>✗ not available</b>	: <b>✗ not available</b>
lower retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
exterior spring	: <b>✗ not available</b>	: <b>✗ not available</b>
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 3"** steel billet camshafts for Mitsubishi 4G63 DOHC engines (Lancer evo 7-8):
  - engine fitted right / gearbox left (driver's point of view)
  - ignition drive on exhaust camshaft with **M11** 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 carburettors