

4345711

hot street - dirt track

Mitsubishi 4G63 evo 8MR

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



intake **exhaust**

camshaft data:

lash ramp	: hydro	hydro
duration @ 0.1mm	: 266°	251°
duration @ 1.0mm	: 223°	209°
valve lift	: 11.50mm	10.50mm
cam lift	: 6.65mm	6.05mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 3° / 40°	32° / -3°
valve lift @ TDC	: 1.25mm	0.75mm

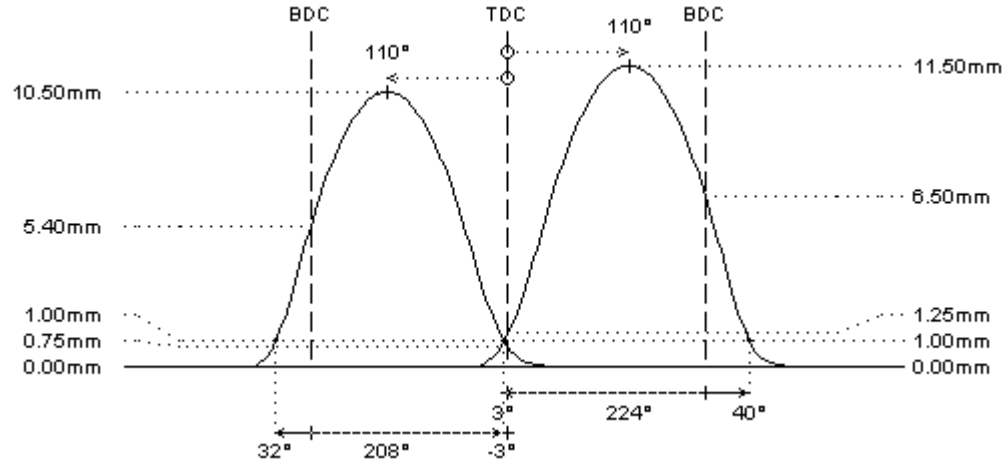
parts setup:

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 dirt track applications and pro street use with adjustable engine management or carburetors