Mitsubishi motor engine origin

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The engine used is either Mitsubishi"s 1.3 L (1,343 cc) carbureted 4G17 or the bigger 1.5 L (1,468 cc) fuel-injected 4G15. In 2005, the alliance continued by rebadging the Suzuki APV to Mitsubishi Maven. Few styling changes were applied, and the 4G15 engine was used instead of Suzuki"s G15A engine.

Spurred by the enactment of the Air Pollution Control Act passed by the Japanese government, Mitsubishi Motors launched the third-generation Minica, Minica F4 powered by a new 4-stroke water-cooled engine in October 1972.

This is a list of engines produced by Mitsubishi Motors since 1964, and its predecessors prior to this. Mitsubishi engines designed since 1970 use a four-digit naming convention: The first (digit...

There may also be supplementary letters after the initial four characters. "T" can indicate that the engine is turbocharged (e.g. 4G63T), "B" that this is the second version of the engine (e.g. 4G63B). Where engine codes are used which include the supplemental letters, the first digit denoting the number of cylinders may be omitted, so 4G63T may be seen as G63T.

?Manufacturer"s Suggested Retail Price. Excludes destination/handling, tax, title, license, dealer charges, and options. While supplies last. Limited availability at participating dealers may require placing an order and could cause a delay in delivery. Retailer price, terms and vehicle availability may vary. See your local Mitsubishi retailer for details.

The 4G63 is a 2.0 L, 85mm bore and 88mm stroke engine, which came in both SOHC and DOHC iterations. Both versions were available in either naturally aspirated and turbocharged form. The DOHC version is found in various Mitsubishi models including the Lancer Evolution I-IX. Later versions also received Mitsubishi"s variable valve timing system, MIVEC.

From 1990 to late April 1992, the engine came with thicker connecting rods and the use of six bolts to secure the flywheel to the crankshaft. In May 1992 to 2006, Evolution versions had lighter rods and use seven bolts to secure the flywheel to the crankshaft. They are referred to as the "six bolt" and "seven bolt" engines, respectively.

The final version of the 4G63 engine was found in the Lancer Evolution IX. It was equipped with Mitsubishi"s variable valve timing system, MIVEC, had a revised turbocharger, extended reach spark plugs, and two-piece rings.

"The most common and the most rebuilt ones are the 4G63, which would be the Evo 8 and 9s," says Aaron Yaghoubian of Arlington Machine. "They have the Gen I, which is a six bolt, and a Gen II, which is a seven

bolt. The Evo falls underneath the Gen II. Not too many people have the older stuff anymore."

Since the 4G63 features a cast iron block, they can handle a lot of power on the factory sleeves. "We have full wet blocks seeing 1,000-plus horsepower on the factory block, obviously with doing main studs and head studs and little tricks here and there," Yaghoubian says. "Compared to the 4B11, you don"t have the expense of $1,500 for sleeve install."

While the 4G63 has a strong block and good factory sleeves, the engine does have several weak points when it comes to creating high horsepower. The engine"s balance shafts and its mains are two areas which Aaron says he makes sure to always check."We always delete the balance shafts so there"s fewer things in the engine that can fail," he says. "The balance shaft belt, which is running off the crank, can break at high rpm and mess up your timing belt and throw your timing off. Since these are interference motors, you"ll end up hitting valves and bending valves.

"Another weak point on these engines are the mains because it is a cast iron girdle. A lot of people don"t think that"s an issue, but I tear them down every day and I see material fretting and material transfer from girdle to block. What ends up happening is under such high load and rpm, the girdle is actually moving around and trying to micro-weld itself to the block.

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