

GROUP 11A

**ENGINE  
MECHANICAL  
<4G63-Non-Turbo>**

**CONTENTS**

GENERAL INFORMATION .....	11A-2	BASE ENGINE .....	11A-3
---------------------------	-------	-------------------	-------

# GENERAL INFORMATION

The 4G63-DOHC engine has been adopted in the OUTLANDER.

M2112000100501

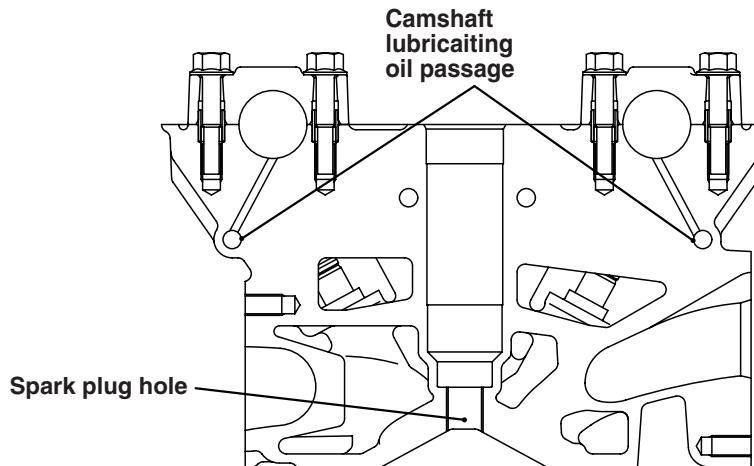
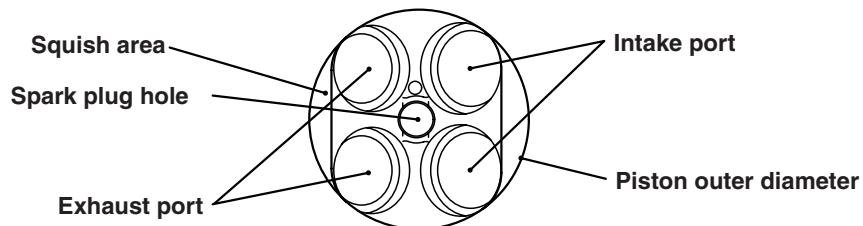
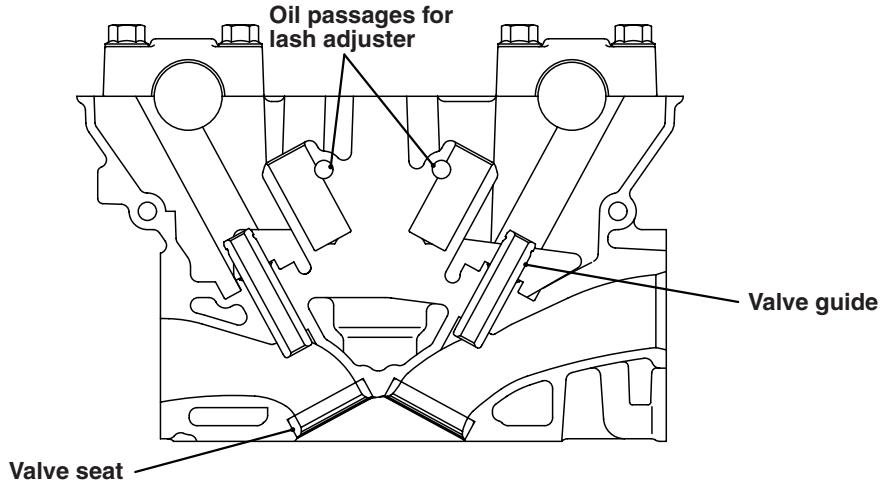
## MAJOR SPECIFICATIONS

Item	4G63-DOHC	
Total displacement mL	1,997	
Combustion chamber	Pent roof type	
Bore × Stroke mm	85.0×88.0	
Compression ratio	10.0	
Camshaft-valve arrangement	DOHC-16valves	
Valve timing	Intake opening	BTDC 9°
	Intake closing	ABDC 59°
	Exhaust opening	BBDC 63°
	Exhaust closing	ATDC 21°
Maximum output kW (PS) /rpm	100 (134) /5,750	
Maximum torque Nm/rpm	175/2,500	
Lash adjuster	Equipped	

## BASE ENGINE

M2112001000400

## CYLINDER HEAD



AK400860AB

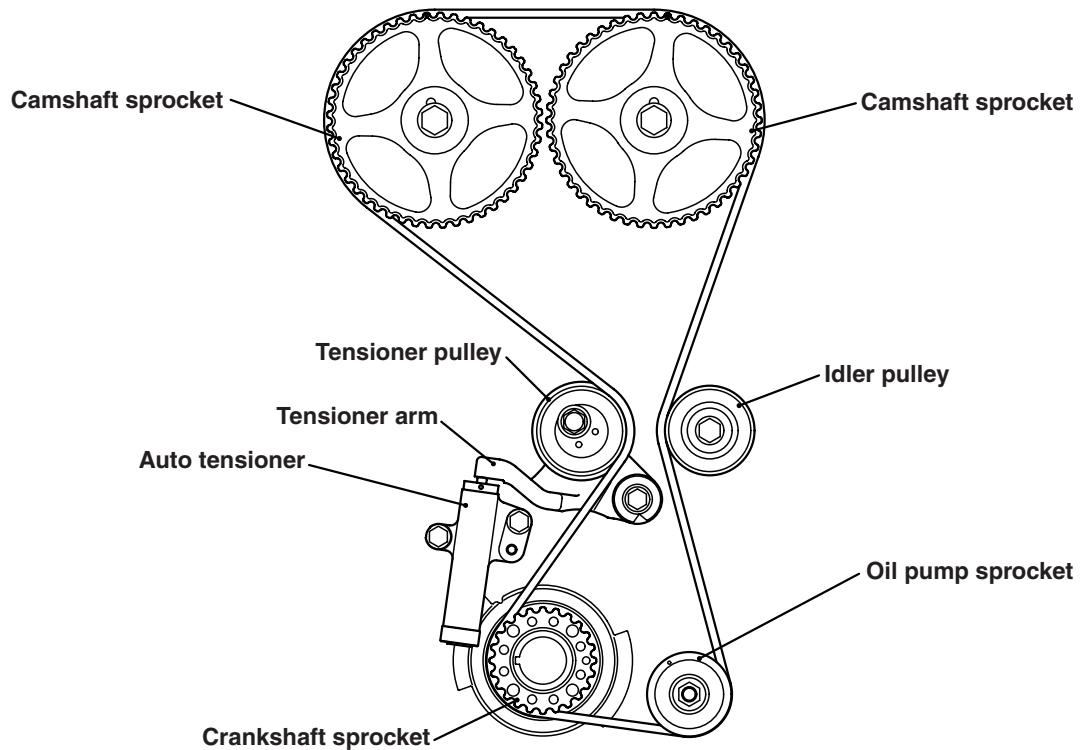
The cylinder head is made of an aluminum alloy that is lightweight and offers outstanding cooling efficiency.

The combustion chamber is of the pent-roof type. The two intake and two exhaust ports are in a cross-flow arrangement. There is a squish area provided in the combustion chamber which promotes turbulence, further mixing of the air-fuel mixture and more efficient combustion.

The spark plugs are located at the center of the combustion chambers.

The camshaft bearings are placed at six locations on intake side, and six on the exhaust side.

## TIMING BELT TRAIN



AK400861AB

A single timing belt drives both camshafts and the oil pump.

An auto tensioner absorbs changes in timing belt tension for less noise and longer life of timing belt.

All sprockets are made of a sintered alloy.  
All sprocket are made of a sintered alloy with the aligning mark for the timing.