



ITALIAN  
MOTORSPORT  
NETWORK



QUATTRO  
EMME  
COSTRUZIONE CANNE PER CILINDRI  
CYLINDER LINER MANUFACTURERS

## LA MECCANICA 4 M SRL

*Engine Core Technology*

### Key Competencies

*wet liner, dry liner, finned cylinder, lamellar cast iron, chrome molybdenum, spheroidal cast iron*

Contact: Matteo Malgarise

Role: CEO

Telephone: +39 030 991154

Email: [commerciale@meccanica.com](mailto:commerciale@meccanica.com)

<https://rettificacannecilindri.it>

## EXPERIENCE

After thirty years of production experience, since 1979 La Meccanica 4M has been producing special, small and medium series of cylinder liners for engines in centrifuged pearlitic lamellar cast iron and for highly stressed engines, a centrifuged pearlitic spheroidal cast iron alloy with very high resistance to breaking loads.

## PRODUCTION LINE

Producing on numerically controlled lines, La Meccanica 4M is able to quickly supply any cylinder liner based on a sample or drawing, even in a single piece, in 24/48 hours.

## QUALITY CONTROLS

Our very high quality standards are guaranteed by scrupulous and systematic preliminary checks together with dimensional checks on 100% of the pieces during each phase of the production process and, where foreseen, after the surface treatments.

## STOCK AND RAW MATERIALS

A vast and assorted warehouse of raw castings and previously roughed barrels allows us to satisfy every specific request in a range of bores from 50mm to 170mm.

## MATERIALS

La Meccanica 4M is constantly engaged in the research and development of the best materials to guarantee products of the highest quality that distinguishes the "Made in Italy".

Thanks to three different cast iron specifications, we are able to satisfy any application requirement, from the liners of historic cars to those intended for the latest generation engines.

4ML1 - Centrifuged pearlitic lamellar cast iron alloy used for the construction of almost all of our liners and cylinders.

Application: wet and dry liners, intended for two or four stroke naturally aspirated and turbo engines.

Tensile strength 240-270 N/mm<sup>2</sup> - Hardness 220-240HBS

4MCrMo - Chromium/molybdenum centrifuged pearlitic lamellar cast iron alloy, where the hardness parameters and the presence of the steadite lattice, which guarantees greater resistance to wear in the segment sliding area, make it suitable for the construction of latest racing parts. generation.

Application: dry and wet liners for engines that require high mechanical strength and wear resistance.

Tensile strength 290-320 N/mm<sup>2</sup> - Hardness 260-300HBS

4MS4 - centrifuged pearlitic spheroidal cast iron alloy suitable for the construction of "racing" parts where the engine stresses are extremely high.

Minimum tensile strength 600 N/mm<sup>2</sup> - Hardness 270-330HBS