

1901656

turbo conversion

Fiat 182 A4.000 103hp

I-4cyl 1.6L 16v DOHC (DTH/DTH)



intake

exhaust

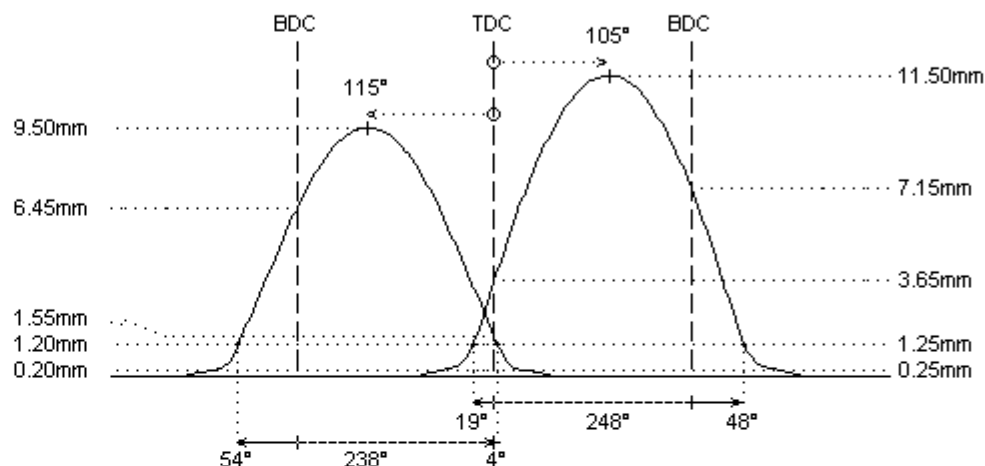
camshaft data:

lash ramp	: 0.25mm	0.20mm
duration @ 0.1mm	: 283°	267°
duration @ 1.0mm	: 247°	238°
valve lift	: 11.50mm	9.50mm
cam lift	:	
lobe angle	: 105°	115°
timing @ 1.0mm	: 19° / 48°	54° / 4°
valve lift @ TDC	: 3.65mm	1.55mm

parts setup:

cam wheels :	:	:
follower	: CC002	: CC002
valve lash	: TS102	: TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009
fitted load / length	: 30kg @ 35.0mm	: 30kg @ 35.0mm
max. load / lift	: 98kg @ 14.0mm	: 98kg @ 14.0mm

REMARKS :



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- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for TURBO conversion (atmospheric to turbo)