

1900229

turbo conversion

Fiat 128 128

I-4cyl 1.3L 8v SOHC (DTs/DTs)



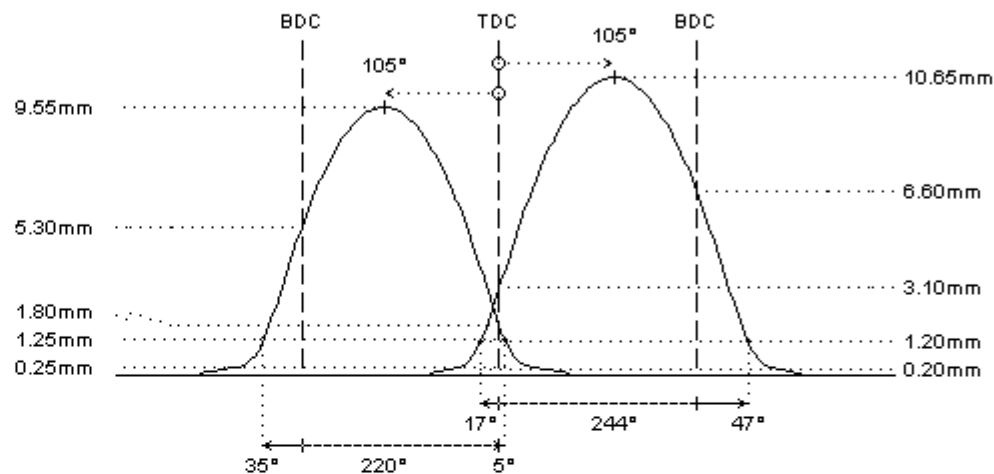
	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.25mm
duration @ 0.1mm	: 280°	256°
duration @ 1.0mm	: 244°	220°
valve lift	: 10.65mm	9.55mm
cam lift	: 10.65mm	9.55mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 17° / 47°	35° / 5°
valve lift @ TDC	: 3.10mm	1.80mm

parts setup:

cam wheels :	: CTFI035	:
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
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



REMARKS :

- # All camshafts have sleeve for distributor drive. X1/9 type camshafts with spline drive are NOT available
- # 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 dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)