

BODYWORK.

SALOON, 3 DOORS, 2 SEATS. The fuel tanks are located beneath and behind the seats, as near as possible to the centre of gravity so that the vehicle's weight distribution would not be affected by a changing fuel load. The spare wheel is housed in the front under bonnet compartment.

ENGINE. (C71-7-30)

Turbocharged four stroke with four vertical cylinders in line. The cast iron crankcase and cylinder block, in which removable wet liners are inserted, carries the crankshaft in five main bearings, and a side mounted camshaft driven by a chain. The valves, inclined and opposed in the hemispherical combustion chambers of the light alloy cylinder head, are operated by rockers and pushrods.

A gear pump pressurises the lubrication system, which is hermetically sealed, features a copper radiator and a shrouded - blade fan driven by a thermostatically switched 60 watt electric motor; the circuit includes an expansion chamber as well as the usual mechanical pump and thermostat.

IGNITION SYSTEM ; CONTACTLESS AND TRANSISTORISED.(SZ)

IGNITION COIL DUCELLIER

DISTRIBUTOR DUCELLIER R309/D59. DWELL ANGLE 54-60 (66-66) ^%

IGNITION TIMING BTDC WITHOUT VACUUM, BASIC SETTING (STATIC) 8+/-2 ^ENGINE

CENTRIFUGAL ADVANCE ... 0/1100 ^ENGINE /RPM

8-12/3000 ^ENGINE /RPM WITHOUT VACUUM

18-22/5000 ^ENGINE /RPM WITHOUT BASIC IGNITION TIMING

VACUUM CHECK ADVANCE

RANGE 12-16 ^ENGINE

STARTS 98(75) MBAR(MM HG)

ENDS 480 (365) MBAR(MM HG)

SPARK PLUGS ORIGINAL BN2 OR BN60, FOR NORMAL

RUNNING NOW NGK B8EFS, COLD RUNNING

ONLY NGK B9EFS. RACING PLUG CHAMPION S

59C. GAP ALL PLUGS AT 65-67 MM

FUEL INJECTION SYSTEM .. MECHANICAL BOSCH K JETRONIC. CO TEST AT

IDLE 1 - 1.5 VOL %, IDLE SPEED -MANUAL 1050

+/- 50RPM

FUEL PUMP

DELIVERY PRESSURE 5, 2-5, 8 BAR.

FUEL FILTER B1F S021 BOSCH

The induction system is pressurised by a Garrett T3 turbocharger, to a maximum boost of 0.86 bar (12.2 lb / in²). The throttle butterfly is located downstream of the compressor; boost pressure is regulated by a double action capsule communicating with the induction tract upstream and downstream of the compressor and operating a waste - gate or bypass valve venting the exhaust system upstream of the turbine. The charge air delivered by the supercharger is passed through an air to air heat exchanger or intercooler to reduce its temperature and increase its density before entering the cylinders.

TYPE. 840 30 TURBO

FUEL. PREMIUM PETROL, MINIMUM OCTANE RATING

98 RON.

COMPRESSION RATIO. 7:1 TO 7:3

BORE. 76 MM.

STROKE 77 MM.

DISPLACEMENT. 1397 CC (4).

VALVE TIMING. INLET OPENS 28 DEG BTDC