

# 1900315

turbo conversion

Fiat 105TC (Twin Cam)

I-4cyl 1.6L 8v DOHC (DTs/DTs)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.40mm	0.40mm
duration @ 0.1mm	: 290°	267°
duration @ 1.0mm	: 225°	218°
valve lift	: 9.65mm	9.05mm
cam lift	: 9.65mm	9.05mm
lobe angle	: 112°	112°
timing @ 1.0mm	: 1° / 44°	41° / -3°
valve lift @ TDC	: 1.55mm	1.10mm

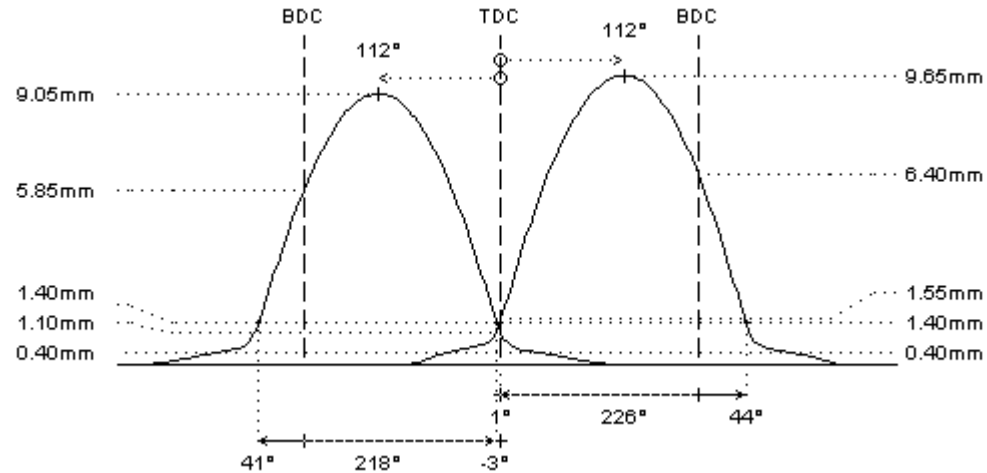
**parts setup:**

cam wheels :	: <b>CTFI035</b>	: <b>CTFI035</b>
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	: O.E.M.	: O.E.M.

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 :**

- # There are 3 different partnumber ranges: 1 for each type of distributor drive:
  - PN19003xx: distributor fitted on the engine block (not driven by camshaft)
  - PN19113xx: distributor driven by a sleeve at the rear of the exhaust camshaft
  - PN19123xx: distributor drive gear between the camlobes of the exhaust camshaft. 2 versions exist: only right geared camshafts are available!

Please make sure to order the correct camshaft for your engine, corresponding with the correct partnumber range. On the website, only the "PN19003xx" partnumber range is shown, the last two digits (xx) are the same for the same cam profiles

- # for TURBO conversion (atmospheric to turbo)