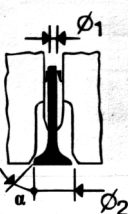





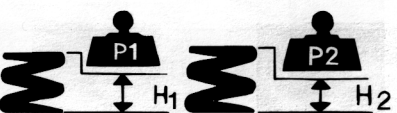
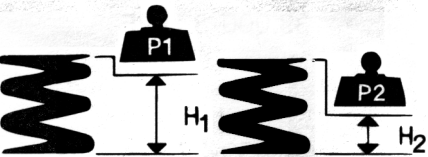
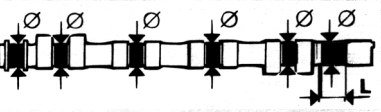
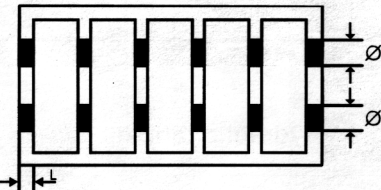


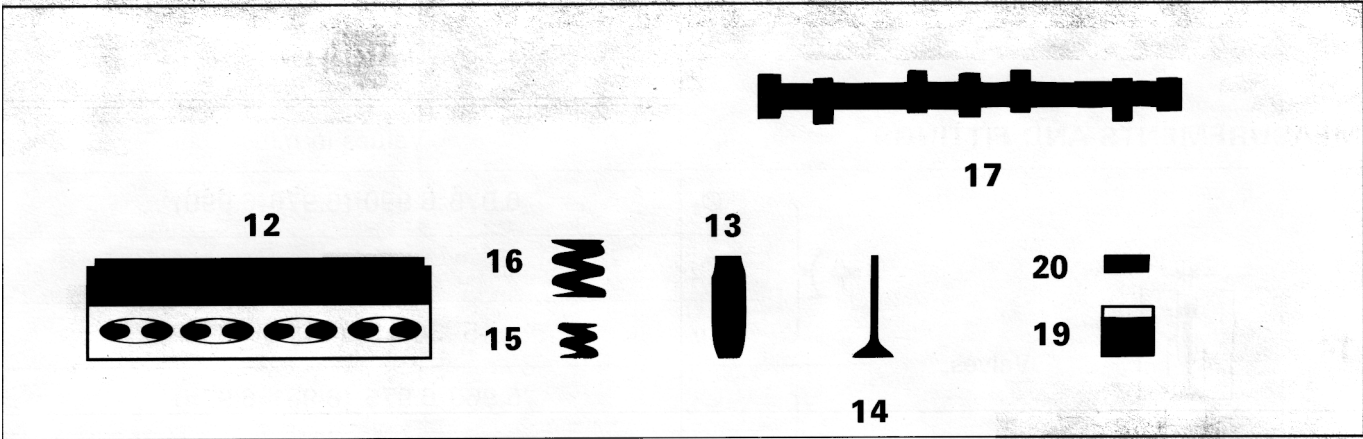

**MEASUREMENTS AND FITTINGS**

		Values in mm	
<b>14</b>  Valves		Ø <sub>1</sub>	6.975-6.990 (6.976-6.990)*
		Ø <sub>2</sub>	33.400-33.700
		α	45° 30' ± 5' (44° 30' ± 5')*
		Ø <sub>1</sub>	6.960-6.975 (6.961-6.975)*
		Ø <sub>2</sub>	27.900-28.200
		α	45° 30' ± 5' (44° 30' ± 5')*
<b>14-13</b>  Valve Valve guide	 		0.032-0.065 (0.032-0.064)*
			0.047-0.080 (0.047-0.079)*
<b>15</b>  Inner valve spring		P <sub>1</sub>	9.61-10,6 daN
		H <sub>1</sub>	29.5
		P <sub>2</sub>	20.11-22.07 daN
		H <sub>2</sub>	20
<b>16</b>  Outer valve spring		P <sub>1</sub>	27.07-29.43 daN
		H <sub>1</sub>	34
		P <sub>2</sub>	48.46-52.38 daN
		H <sub>2</sub>	24.5
<b>17S</b>  Camshaft bearings		Ø	26.000-26.015
		L	19.250-19.330
<b>12</b>  Camshaft supports in camshaft housing		Ø	26.045-26.070
		L <sup>●</sup>	19.100-19.150

(●) Rear cap measurement

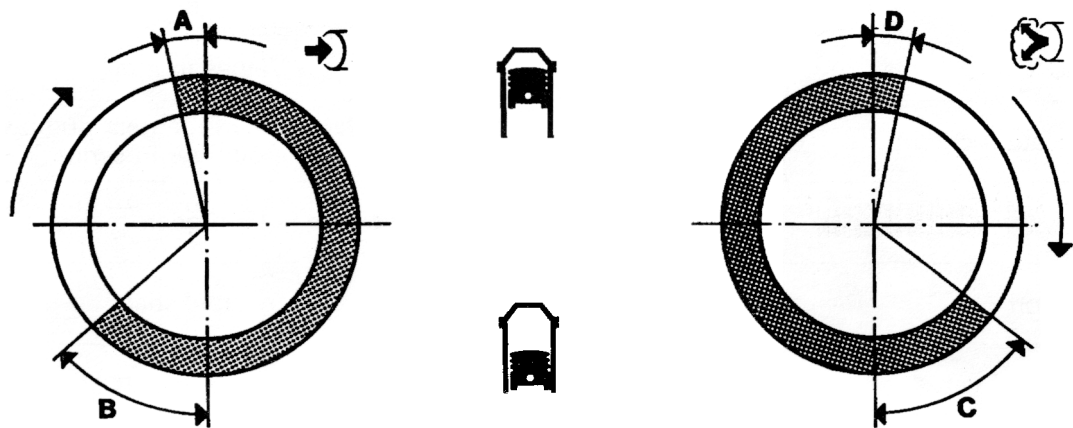
(\*) TRW valve figures

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				1747 16v
MEASUREMENTS AND FITTINGS				Values in mm
17		Cam lift		9
				8.5
17-12		Camshaft bearings Seat	radial	0.030-0.070
			axial	0.100-0.230
12		Tappet in cylinder head housings	Ø	33.000-33.025
19		Tappet	Ø	32.959-32.975
19-12		Tappet Seat in cylinder head		0.025 - 0.066
17-20		clearance for timing check		0.45
				0.45
		operational clearance		Hydraulic tappets

TIMING DIAGRAMS




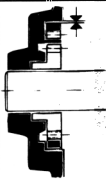
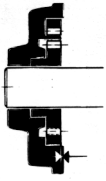



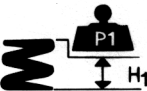
TIMING ANGLES

A	Inlet	opens after TDC	-3° (22°)*
B		closes after BDC	41° (16°)*
C	Exhaust	opens before BDC	32°
D		closes after TDC	2°


(\*) With intervention of phase transformer



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LUBRICATION		Values in mm
Engine lubrication circuit	forced circulation, via lobe gear pump with cartridge oil filter in series	
Oil pump	lobe gears	
Pump operation	by crankshaft	
Oil pressure relief valve	incorporated in crankshaft front cover	
 between pump casing housing and driven gear	0.080 - 0.186	
 between the upper edge of the gears and the pump cover	0.025 - 0.070	
Full flow filter	cartridge	
Insufficient oil pressure sender unit	electrical	
   Operating pressure at a temperature of 100°C	when idling > 1.5 bar at 4000 rpm > 4.0 bar	
 Oil pressure relief valve spring	P <sub>1</sub>	6.28-7.03 daN
	H <sub>1</sub>	36



<b>COOLING SYSTEM</b>		
Cooling circuit		coolant circulation via centrifugal pump, radiator, expansion tank and fan operated by control unit
Water pump operated		by belt
Engine coolant thermostat	opens	86-90°C
	max opening	101-105°C
	valve travel	9.5 mm
Pressure for checking system water tightness		0.98 bar
Pressure for checking calibration of exhaust spring on expansion tank cap		0.98 bar

**FUEL SYSTEM**

Make	Integrated electronic injection/ignition MPI HITACHI
Electric	pump
Flow rate	about 120 l/h
Fuel pressure regulator setting	3 bar

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### ELECTRONIC INJECTION SYSTEM COMPONENTS





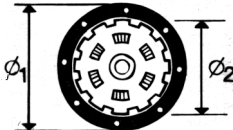



Electronic control unit	HITACHI MFI-303
Pencil Coil	HITACHI CM 11-201
Injector	M. MARELLI PICO IWP 006
Engine coolant temperature sensor	SYLEA 46753479
Fuel system pump drip tray	MARWALL
Lambda sensor	NTK OZA 532-A3
Idle actuator	(*)
Butterfly valve position sensor (potentiometer)	(*)
Fuel vapour solenoid valve	M. MARELLI EC1
Variable geometry solenoid valve	HITACHI GL 212999
Rpm sensor	HITACHI GE 110492
Detonation sensor	NGK KNE 03-A
Timing sensor	Bosch B.232.070.023
Throttle casing with flow meter incorporated (ETB)	HITACHI GL 008809

(\*) Functions incorporated in the electronic throttle casing with the integrated flow meter (ETB)

N.B. The pump drip tray is complete with pressure regulator and fuel filter



			
		Values in mm	
Make	 dry, single plate with bearing		
	 Spring		
Spring loading	daN	485	
	Ø <sub>1</sub>	215	
	Ø <sub>2</sub>	145	
Driven disc			
	Distance between pedal in end of travel position and rest position		135±5
Clutch release	mechanical		

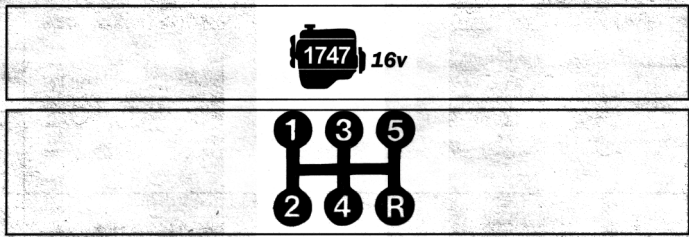
Technical Data

Gearbox and differential

00.21- 27

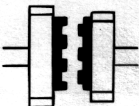


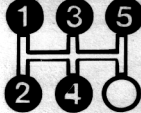




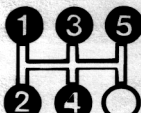
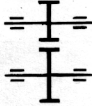






Fiat barchetta

2000 range





GEARBOX

Make	C.510.5.17
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 Synchronizers	spring ring (Porsche type)		
	baulk ring type		
 Gears	straight toothed		
	helical toothed		
 Gear ratios			3.909
			2.238
			1.520
			1.156
			0.971
			3.909

DIFFERENTIAL

 	Crown wheel and pinion reduction ratio	3.353 (17/57)
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