

1.20.R.I.F.F.18

IGNITION

Firing order: 1/7/5/11/3/9/6/12/2/8/4/10.

The ignition is produced by the battery and a distributor for each line of cylinders, actuated by means of helical gears driven by the camshaft.

- automatic advance 30°
- pitch setting advance 10° + 12° (A.F.)
- max. total advance 40° + 42° (A.M.)
- contact point gap .014"
- spark plug electrode gap .020"

Recommended type of spark plug : Champion

LUBRICATION

A pressure system of lubrication is provided by means of a gear pump.

A register valve maintains the proper pressure in the oil circuit.

A full-flow cartridge type oil filter.

A partial-flow, shunt mounted, cartridge type oil filter.

The normal pressure, with an oil temperature of 212-230°F at the max. engine speed of 6600 r.p.m. is 80 lb/sq.in. (mt. 60)

The minimum tolerable pressure, for the same conditions of speed and temperature is 49-56 lbs./sq. in.

The minimum pressure at lowest speed, 600 to 800 r.p.m. is 14+21 lb/sq. in.

COOLING SYSTEM

The circulating cooling water is obtained by means of a centrifugal pump, installed on the front end of the distribution housing, and driven by the same timing chain.

The automatic control of the temperature is obtained by the thermostat located on the upper part of the radiator.

The thermostat setting is as follows:

- opening, start 80° to 84°C 176°F to 183°F
- closing, end 194°F to 203°F

The electric fan is a three blade Marelli type SW 599 FA - 80 W - 12 V, combined with a remote control switch, Marelli type SW 599 FA/7, or a Lucas electric fan type 3GMGC-36 W - 12 V, located in the front of the radiator. (Peugeot electrically clutched engine fan).

A switch unit, installed on the lower end of the radiator, provides the automatic connection when the radiator reaches a temperature of 183°F, and disconnects automatically when the temperature drops to 167°F.

The radiator core, formed in one block, has the tubes disposed in three vertical rows and is provided with an air tight cap.

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