# ASA Supercharger TurboMex™ TM20-3767

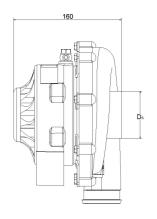
Stand: 09/2003

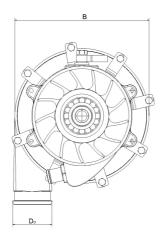
## **Technical Data:**

## **Description:**

The core of the TurboMex™ TM20-3767 is a Radial compressor. The supercharger is belt-driven on the engine side. The transmission with a quick translation ratio drives the ball bearings compressor shaft at up to 90.000 rpm. The supercharger is not continuously used in the power delivery. Starting is controlled via centrifugal clutch and co-ordinated individually with the respective vehicle/motor type

### Measurements:





Description	Diameter [mm]		Width	Weight
	Induction fitting	Pressure fitting	[mm]	[kg]
TM 20-3767	70	60	200	6,3

#### Data:

for Engine capacity: 4,0-5,5 I mass flow: max. 2000 kg/h

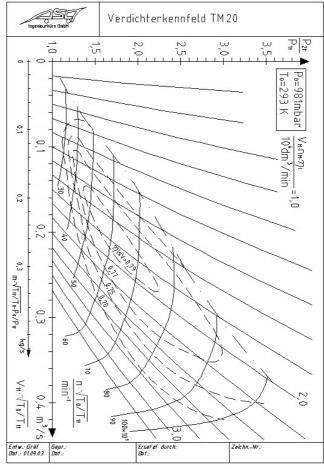
Max. pressure ratio: 3.3:1 (in accordance with characteristic

diagram)

Max. revs Standard bearing: 90.000 rpm

momentarily 100.000 rpm
Bearing: rolling taper ball bearing
Material: Aluminium / Steel.

# Characteristic diagram:



# **Transmission:**

The transmission is as small as possible however as large as necessary in design and layout. The translations are realized by a concentric spur gear which has a small construction volume. By deployment of rolling ball bearings and optimized tooth geometry one has low-emission and low-loss transmissions.

# Oil supply:

The TurboMex is to be attached to the engine oil system after the filter. Multigrade mineral oils, as well as synthetic oils, which have to be selected from the engine manufacturer SAE\_Viscosity class (DIN 51511) are permitted. The lubricating oil throughput is not to exceed 1.0 l/min. at 4.0 bar. It is to be used excluding the provided hollow screw with orifice. The lubricating oil temperature may not exceed 130 °C. The cross section of a line in the expiration must amount to at least 227 mm, which corresponds to the clearance of a circular diameter of 17mm. The supply line is constantly downward-sloping and must be introduced above the engine oil sump.

! techn. Änderungen vorbehalten !



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