

Turbo Diesel Register 74 Margaret Hubert: The Ultimate Guide to Power and Performance

12-VALVE ENGINES Continued

ENGINE POPPING AT HIGH RPM

I have a '94 Dodge Ram with a five-speed transmission. I added 80hp injectors, high flow delivery valves, ARP head studs, 40lb valve springs, 4000rpm governor springs, and removed the fuel stop plate. The timing was advanced to 18 degrees. When the engine exceeds 3000rpm, it starts popping, although it still has 18psi of fuel pressure to the P7100 pump. What could be wrong?

123beavers

I don't know what valve springs you are using. Stock springs are a single straight outer diameter and rated for 35psi back pressure from an exhaust brake. The 60psi springs are barrel shaped, meaning the end coils are smaller diameter, like the 35psi springs, but the middle coils are bigger outside diameter, and are rated for 60psi back pressure. They give a much higher seat pressure, they are the easiest available upgrade valve springs for more rpm. The reason everyone uses them now is that I found the horsepower curve got ragged at about 3200 rpm with the stock 35 psi springs and smoothed out with the 60psi springs. For extended high rpm use, consider flat spring steel dampers in the coils, like many V8 gas engines have used for 50 years. Don't remove the fuel plate; you can use a flat vertical surface plate like the zero I designed about 10 years ago. You want one in there as a rack stop to protect pump internal parts. Of course, if you are using the stock rack plug at the front of the pump, it will restrict maximum rack travel as well. Many pump shops set your torque plate for a given maximum rack travel and forget that the rack plug and the AFC link also can stop the rack.

Joe Donnelly

WANTS HIGH TORQUE

I am seeking maximum torque for my '96 Turbo Diesel. I have a Banks dual intake, wastegate boost elbow, 4,000rpm governor spring kit, timing set at 16 degrees, and an aftermarket camshaft. I ground the torque plate and adjusted the AFC for more fuel. Turning the AFC for less fuel actually seems to help. Why?

A friend has a '97 that is closer to stock but makes more low end power, and has only 13 degrees of timing. Will Stage 2 injectors and bigger delivery valves help the bottom end much?

Nyoest

The answer: 16 degrees of timing gives best power and mileage over about 2200rpm, but 12-13 degrees is better for power and torque around 1400-1600rpm, enabling the engine to use more fuel efficiently there.

Bigger injectors than the 215hp ones that you probably have now will help a bit. I didn't get any improvement from high flow delivery valves versus the stock 181 delivery valves.

Joe Donnelly

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Are you an automotive enthusiast looking to take your vehicle's power and performance to the next level? Look no further than the Turbo Diesel Register 74 Margaret Hubert. This ultimate guide will take you through everything you need to know about this incredible innovation in the diesel engine industry.

When it comes to diesel engines, power and efficiency are of utmost importance, especially for those who rely on their vehicles for heavy-duty work or off-road adventures. The Turbo Diesel Register 74 Margaret Hubert is a game-changer, providing drivers with unparalleled performance that will leave you in awe.



Turbo Diesel Register 74 by Margaret Hubert (Kindle Edition)

★★★★☆ 4.2 out of 5

Language	: English
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What is the Turbo Diesel Register 74 Margaret Hubert?

The Turbo Diesel Register 74 Margaret Hubert is a leading community and resource for owners and enthusiasts of turbo diesel engines. It is a platform that brings together like-minded individuals who are passionate about these high-performance engines.

The 74 Margaret Hubert model is one of the most sought-after products in the diesel engine market. Known for its power, reliability, and efficiency, it has become a symbol of excellence in the industry.

The Turbo Diesel Register offers a wide range of features and benefits to its members, including access to exclusive content, forums, technical articles, and

expert advice. No matter your level of expertise, the community is open to everyone, providing a welcoming space to learn, share experiences, and connect with fellow diesel enthusiasts.

Unleash the Power: Performance Upgrades

One of the main reasons why diesel enthusiasts turn to the Turbo Diesel Register 74 Margaret Hubert is the opportunity to unlock the true potential of their engines. With a wide range of performance upgrades available, you can take your diesel engine to new heights.

From customized tuning and chip upgrades to enhanced turbochargers and fuel injectors, there are numerous ways to increase horsepower, torque, and fuel efficiency. The Turbo Diesel Register provides valuable information and recommendations for the best upgrades suited to your specific needs and vehicle.

Through the community forums and expert advice, members can discuss their experiences with different upgrades, troubleshooting tips, and modifications that have yielded impressive results. This valuable real-world knowledge is what sets the Turbo Diesel Register apart from other resources.

The Importance of Regular Maintenance

To ensure optimal performance from your diesel engine, regular maintenance is crucial. The Turbo Diesel Register emphasizes the importance of taking care of your engine, providing members with in-depth information and tips to keep their vehicles running smoothly.

From routine oil changes and filter replacements to more complex procedures like injector cleaning, the Turbo Diesel Register covers it all. The community's

knowledge base is a valuable tool to troubleshoot issues, address common problems, and navigate the best maintenance practices for your diesel engine.

The Future of Diesel: Green Technologies

As the world moves towards cleaner and greener technologies, diesel engines have also embraced eco-friendly innovations. The Turbo Diesel Register recognizes this shift and provides up-to-date information on green technologies that can improve the environmental impact of diesel engines.

From advancements in emissions control systems to alternative fuel options like biodiesel, the Turbo Diesel Register is a trusted source for staying informed about the latest trends and developments in the industry. Through this community, you can explore greener options without compromising on power and performance.

Join the Turbo Diesel Register 74 Margaret Hubert Community

If you're a diesel engine enthusiast looking to connect with fellow enthusiasts, access exclusive content, and take your vehicle's power and performance to the next level, join the Turbo Diesel Register 74 Margaret Hubert community today.

Experience the thrill of unleashing the true potential of your diesel engine, while also gaining valuable knowledge, learning from experts, and connecting with like-minded individuals. Don't miss out on this opportunity to be a part of a thriving community dedicated to all things diesel.

Join the Turbo Diesel Register 74 Margaret Hubert community now and embark on an exciting journey towards power, performance, and limitless possibilities.

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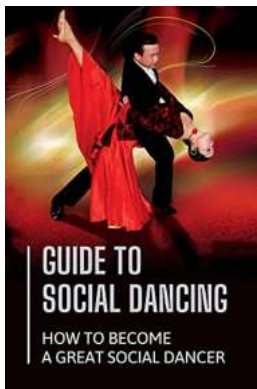
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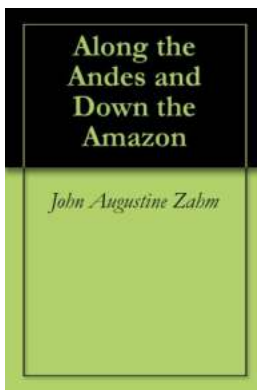
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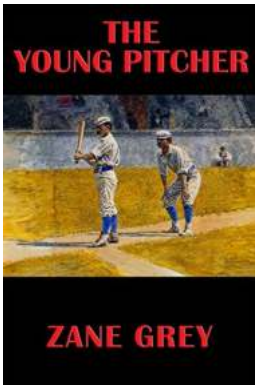


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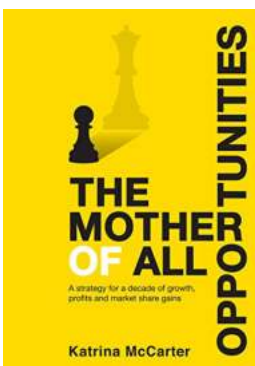
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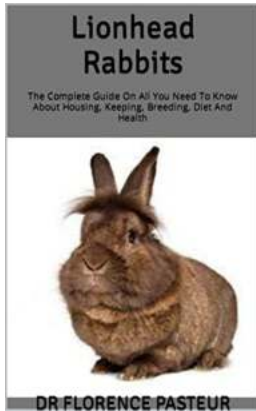
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