

Specifications:

T100-V

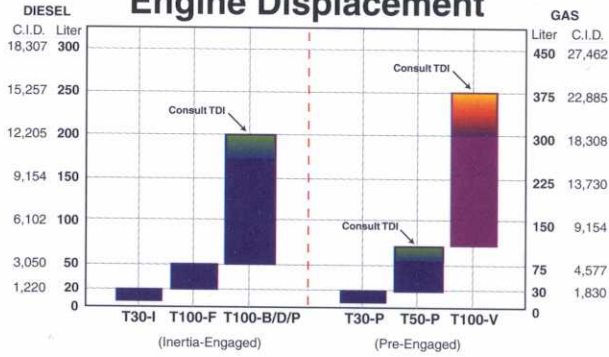
TURBOTWIN™

Engine Air Starters

For Pre-Engaged and Small-Space Mounting Environments



Starter Selection Chart Engine Displacement

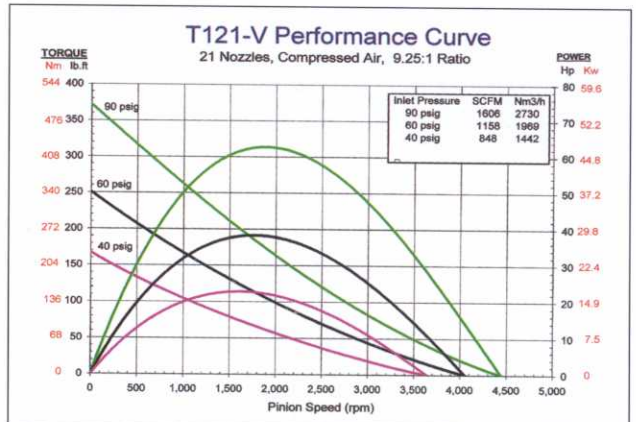
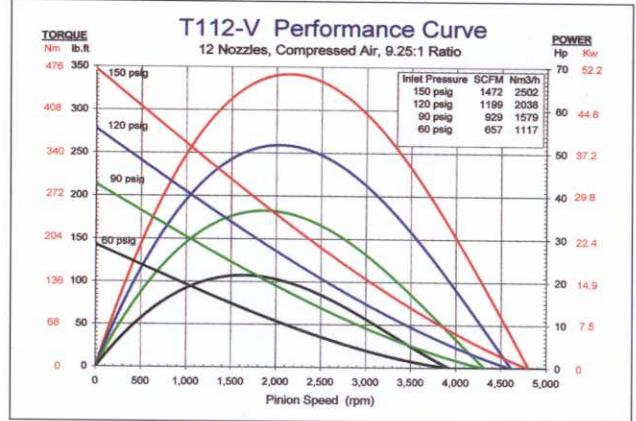
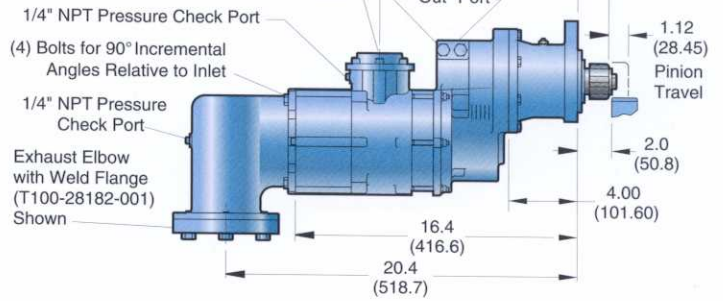


Consult your TDI Distributor and the TDI Selection Guide before choosing a TDI TURBOTWIN starter for any application.

This selection chart shows basic starter capability by engine size. Note the chart shows four-stroke diesel engine size on the left and four-stroke, spark-ignited engine sizes on the right. Always consult TDI for application-specific capability.

DIMENSIONAL DATA

TDI TURBOTWIN T112-V/T121-V



The power of T100 is now pre-engaged.

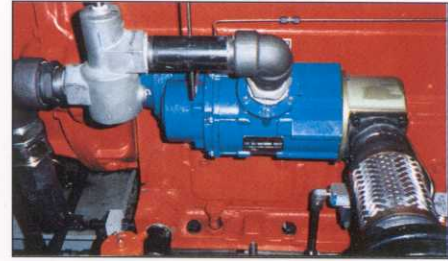
SPECIFICATIONS

Engines:	Starts Engines up to 300 Liters (18,000 CID)	Rotation:	(Facing Pinion Orientation) Righthand/clockwise and Lefthand/counter clockwise
Design Configuration:	Pre-Engaged; Offset; Overhung	Air/Gas Supply:	Compressed Air or Natural Gas
Common Pinion Configurations:	6/8 Pitch, 12 Tooth 3.5 Module, 15 Tooth	Lubrication:	Grease-Packed For Life, None Required
Mounting:	SAE 3 Mounting Flange	Gear Ratio:	9.25:1
Horsepower:	68 hp (50.75 kW) Cranking Power at only 150 psig (10.3 BAR)	Custom:	Other models and configurations available. Consult your local TDI distributor.
Weight:	54 lbs. (23 kg)		
Operating Pressure Range:			

MODEL	NOZZLES	PSI	BAR
T112-V	12 (standard)	40 – 150	2.7 – 10.3
T121-V	21 (low pressure)	40 – 90	2.7 – 6.2

Nine and 15 nozzles available for special applications. Consult your TDI distributor for best nozzle configuration.

T100-V's grease-packed for life feature eliminates wear, reduces maintenance, and delivers a significantly longer starting life.



Pressure check ports on both starter inlet and exhaust allow easy troubleshooting of compressed starting air/gas supply valves, filters, piping and regulators. (Shown here TURBOTWIN Model T100-V and TURBOVALVE.)

The Power of T100-V for a Variety of Small-Space, Pre-Engaged Applications



The TURBOTWIN Model T100-V starter's offset and overhung pinion design provides a "bolt-on fit" to most large-displacement industrial engines. It installs in minutes when replacing other turbine-type starters. (Shown here on a Cooper Superior Series 2408G Spark-Ignited Gas Engine.)



A multiple-starter application on a Clark TCV-12 lowered air consumption by 40% over competitive turbine starters originally applied.