

166 Inter 1948

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This was Ferrari's first 12-cylinder 2-litre engine. The 159 S, bore sizes and strokes were both increased, and as usual both open-wheel and full bodywork models were produced. in the all-important American market.



Engine

Type

front, longitudinal 60° V12

Bore/stroke

60 x 58.8 mm

Unitary displacement

166.25 cc

Total displacement

1995.02 cc

Compression ratio

6.8 : 1

Maximum power

66 kW (90 hp) at 5,600 rpm

Power per litre

45 hp/l

Maximum torque

-

Valve actuation

single overhead camshaft per bank, two valves per cylinder

Fuel feed

single Weber 32 DCF carburettor

Ignition

single spark plug per cylinder, two coils

Lubrication

wet sump

Clutch

single-plate

Chassis

Frame

tubular steel

Front suspension

independent, unequal-length wishbones, transverse leaf spring, hydraulic shock absorbers

Rear suspension

live axle, semi-elliptic springs, hydraulic shock absorbers, anti-roll bar

Brakes

drums

Transmission

5-speed + reverse

Steering

worm and sector

Fuel tank

72 litres

Front tyres

5.50 x 15

Rear tyres

5.50 x 15

Bodywork

Type

coupé, cabriolet, 2+2 or two-seater

Length

-

Width

-

Height

-

Wheelbase

2620 mm

Front track

1250 mm

Rear track

1200 mm

Weight

900 kg (dry, coupé)

Performance

Top speed

150 km/h

Acceleration 0-100 km/h

-

0-400 m

-

0-1000 m

-

Note to the Technical Details

The listed details are those published by Ferrari at the model's presentation. For the models produced in the

participating in these two categories) and Gran Turismo. (the road-going cars, many of which also took part in various international races)
first years no external measures of the body were given, because those could vary from car to car.
All models from Ferrari have been divided into three categories: single-seater, Sport/Prototype (the
The year of all the models' introductions is the debut in competitions for the single-seaters and Sport /Prototypes and the official presentation as far as the Gran Turismo are concerned.