
Bonalumé
tuning products manufacturers
Products Catalogue for Classic Cars
PRADA
PRADA
PRADA
VERSACE
GALLERIA

Bonalume

tuning products manufacturers


FIAT
Racing
Bonalume

Tuning products designed for Classic Cars

FIAT - ALFA ROMEO - LANCIA - FORD - MASERATI - RENAULT - FERRARI - RENAULT - PORSCHE

Autofficina BONALUME

tuning products manufacturers

Since 1980 we have been working to design, manufacture and distribute all car components that replace the original ones, with the aim of improving the safety performance of the car.
We completely reproject the original piece by creating a perfectly compatible Plug-and-Play replacement, but of a much higher lever.
The finished product does not need to be replaced often, as is the case for many parts used in the field of processing.
We aim to look for an improved performance by containing the costs slightly higher than the original one, so that it is amortized by the durability of the product itself.
Thanks to the high-precision machines and of latest generation, and to expertise acquired over the years and also due to continuous technical and mechanical updates, we produce every part, within our structure without any external support.
This allows us to have complete control on the manufacturing cycle.
All our items are marked and numbered so that they are completely traceable.
All products are tested and installed before and after the sale, continuously verified through tests and state-of the art tools.

Thanks to the use of our Plug-and-Play products, we optimize the installation and adjustment times to the maximum, with the certainty that in case of assistance interventions our staff are aware of every little feature of the products, since it was created, developed and installed within our car workshop.


MAHA
BANCO PROVA POTENZA
22 40
160 1


MAHA
BANCO PROVA POTENZA


MAHA
BANCO PROVA POTENZA

Summary

Pneumatic valves POP-OFF BY-PASS for FIAT, ALFA ROMEO, LAN
S1 / B1EVON

External (**S1**) and internal (**B1EVON**) exhaust valves, both useable in 90% of the historic cars fleet and in 30% on new generation cars.
These valves are designed and manufactured by us and no longer us the membrane but pistons.
The **S1** external discharge version uses two pistons and does not require any adjustment and does not create any problem on the minimum management.

designed for: FIAT / FORD / ALFA ROMEO / LANCIA / MASERATI / RENAULT

CIA, FORD, MASERATI and RENAULT.

S1

B1EVON

Gear levers for FIAT 500 Sporting

L 5

A problem that affects many models of sports cars is the long travel of the gear lever when engaging gears.
The shift times between one gear and another are longer and more laborious than necessary. In this regard, we have developed some conversion kits that, with a few simple modifications, allow you to overcome the inconvenience, making the engagements quick and precise.
Some assembly kits allow you to adjust the lever travel according to your needs. The L5 gear lever is supplied with detailed explanations, photographs, to facilitate assembly even for the less experienced.

L5

designed for: FIAT - 500 Sporting

Gear levers for FIAT PUNTO GT

LP

A problem that inflicts a lot of car models with a strong sporting vocation is the long excursion (maximum permitted displacement) of gear lever in the gear engagement.
Times of change between one gear and another one, are longer and more laborious than what is needed.
To optimize the times and minimize the movement, we have developed these geared levers that, without any transformation, make it possible to overcome the inconvenience by making the connections fast and precise reducing both vertical and horizontal excursion at 28%.

LP

designed for: FIAT - PUNTO GT

Regulable fuel pressure regulator for FERRARI

RPB MARANELLO

This fuel pressure regulator can be installed without any modification where previously the Bosch regulator n.0280160564 with Ferrari spare part number 167321 was used. The body is entirely in 304 stainless steel with support bracket and connection tube to the fuel rail and is completely machined from solid; therefore no welding. Fuel pressure seal on lapped and polished surfaces. Membrane also suitable for special fuels. Can be installed without any modification exactly like the original in its original seat and position. Therefore no problem of adaptation via various pipes, required when installing alternative products. Supplied with standard pressure like the original regulator, but with the possibility of negative or positive regulation via external hexagonal register.

Compatible models:
550 MARANELLO
550 BARCHETTA
512 TR
512 M
456 M GT/GTA
456 GT/GTA
355 (MOTRONIC 2.7)
355 (MOTRONIC 5.2)

designed for: FERRARI - various models (see above)

RPB MARANELLO

Regulable fuel pressure regulator for FERRARI F40

RPBFC4 / RPBFC4G

RPB is the italian acronym for our "Fuel Pressure Regulator" and to simplify things we will call it that.
Your engine runs “lean”, that is, low on fuel, either for an unspecified reason or because it was designed that way by the manufacturer. In this case, if we apply the RPB and raise the fuel pressure even slightly, we will immediately have increases in power that are noticeable even to the least experienced. But if our engine runs very well on carburetion and we install the RPB, we will not have any improvement, or if the engine runs slightly rich and we install the RPB, we will have lost both power and torque.

MAX CAPACITY: 3 bar = 270 lh – 4 bar = 220 lh – 5 bar = 190 lh

designed for: FERRARI - F40

RPBFC4

RPBFC4G

Symmetrical fuel pressure regulator for MASERATI BITURBO and S

RPBFAL2 / RPBFAL2 AERO

RPB is the italian acronym for our "Fuel Pressure Regulator" and to simplify things we will call it that.
Your engine runs “lean”, that is, low on fuel, either for an unspecified reason or because it was designed that way by the manufacturer. In this case, if we apply the RPB and raise the fuel pressure even slightly, we will immediately have increases in power that are noticeable even to the least experienced. But if our engine runs very well on carburetion and we install the RPB, we will not have any improvement, or if the engine runs slightly rich and we install the RPB, we will have lost both power and torque.

MAX FLOW RATES: 3 bar = 270 lh – 4 bar = 220 lh – 5 bar = 190 lh

RPBFAL2

designed for: MASERATI - BITURBO and SHAMAL

SHAMAL

RPBFAL2 AERO
(with aeronautical screw connection)

Asymmetric fuel pressure regulator for MASERATI BTURBO and SH

RPBFAL2 GOLD / RPBFAL2 AERO GOLD

Unlike the regulable regulator, this model also offers the advantage of having a 1/1.4 ratio.
To help you understand better, I'll give you a small example.
Classic Symmetrical Fuel Pressure Regulator.
INITIAL CALIBRATION FUEL PRESSURE – 3 BAR + TURBINE BOOST PRESSURE - 1 BAR = FINAL RESULT OF Fuel PRESSURE 4 BAR. Now in this condition, if we need to give more fuel to our engine because it runs lean, we must act on the pressure register and increase it by enough to bring us to carburetion at medium and high revs. But if the carburetion is very lean, also increase the pressure regulation by a lot, thus dirtying the carburetion at low revs (with the obvious consequences of loss of torque, pollution, consumption and immediate deterioration of the catalyst).
So we can find a compromise by being satisfied with what we can do.
CONCLUSION: dirty delivery at low revs, almost good at medium revs, at high revs at the limit of "lean".
With the asymmetric 1/1.4 regulator this problem disappears, as the percentage of increase is asymmetric to the turbine pressure, example: INITIAL CALIBRATION FUEL PRESSURE – 3 BAR + TURBINE BOOST PRESSURE 1 BAR = (1.4 bar contribution of fuel pressure) FINAL RESULT OF FUEL PRESSURE 4.4 BAR.
In addition to being asymmetric it is also progressive, so the increase in pressure is proportional even from low turbine pressures, every tenth of a bar turbine will result in an increase of 1.4 tenths of fuel pressure.
Furthermore, our regulator is also regulable and interchangeable with the original regulator, so no modifications to be made for assembly.
No inappropriate and dangerous pipes loaded with fuel pressure to carry around the engine compartment.

PORTATE MAX: 3 bar = 270 lh – 4 bar = 220 lh – 5 bar = 190 lh

designed for: MASERATI - BITURBO e SHAMAL

HAMAL

RPBFAL2 GOLD

RPBFAL2 AERO GOLD
(with aeronautical screw connection)

Fuel pressure regulator for FIAT PUNTO GT, FIAT COUPÈ 16 V and

RPB e RPBG

Carburization is the first cause of power failure and/or breakage of supercharged engines.
The application of an external regulator always involves the installation of additional pipes loaded with pressurized petrol, with the consequent risks and high costs. To avoid these risks (and reduce costs) we have designed a series of products that regulate the pressure of gasoline, Plug-and-Play regulators, that replace the standard originals with the ability to adjust the fuel supply pressure.
Our gasoline pressure regulators are of two types: the first one , adjustable, uses an increment ratio 1/1such as the original version; the second one , also adjustable, uses an increment ratio equal to 1/1,4; this means that 1 bar of a turbine pressure inlet in the regulator, will not result in an increase of 1 bar in gasoline pressure but 1,4 bar, allowing us to keep a slightly dry carburization at low speeds and then increase it, as the overload pressure rises, leading us towards safe and high-performance carburizations.

RPB

RPBG

20 V

RPB

RPBG

designed for: FIAT - PUNTO GT / COUPÉ 20 V / COUPÉ 16 V

Symmetric fuel pressure regulator for LANCIA

RPBFAL1 / RPBFAL1 AERO

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MAX FLOW RATES: 3 bar = 270 lh – 4 bar = 220 lh – 5 bar = 190 lh

RPBFAL1

designed for: LANCIA - Delta and Dedra *all models*

RPBFAL1 AERO
(with aeronautical screw connection)

Asymmetric fuel pressure regulator for LANCIA

RPBFAL1 GOLD / RPBFAL1 AERO GOLD

Unlike the regulable regulator, this model also offers the advantage of having a 1/1.4 ratio.
To help you understand better, I'll give you a small example.
Classic Symmetrical Fuel Pressure Regulator.
INITIAL CALIBRATION FUEL PRESSURE – 3 BAR + TURBINE BOOST PRESSURE - 1 BAR = FINAL RESULT OF Fuel PRESSURE 4 BAR. Now in this condition, if we need to give more fuel to our engine because it runs lean, we must act on the pressure register and increase it by enough to bring us to carburetion at medium and high revs. But if the carburetion is very lean, also increase the pressure regulation by a lot, thus dirtying the carburetion at low revs (with the obvious consequences of loss of torque, pollution, consumption and immediate deterioration of the catalyst).
So we can find a compromise by being satisfied with what we can do.
CONCLUSION: dirty delivery at low revs, almost good at medium revs, at high revs at the limit of "lean".
With the asymmetric 1/1.4 regulator this problem disappears, as the percentage of increase is asymmetric to the turbine pressure, example: INITIAL CALIBRATION FUEL PRESSURE – 3 BAR + TURBINE BOOST PRESSURE 1 BAR = (1.4 bar contribution of fuel pressure) FINAL RESULT OF FUEL PRESSURE 4.4 BAR.
In addition to being asymmetric it is also progressive, so the increase in pressure is proportional even from low turbine pressures, every tenth of a bar turbine will result in an increase of 1.4 tenths of fuel pressure.
Furthermore, our regulator is also regulable and interchangeable with the original regulator, so no modifications to be made for assembly.
No inappropriate and dangerous pipes loaded with fuel pressure to carry around the engine compartment.

PORTATE MAX: 3 bar = 270 lh – 4 bar = 220 lh – 5 bar = 190 lh

designed for: LANCIA - Delta e Dedra *tutti i modelli*

RPBFAL1 GOLD

RPBFAL1 AERO GOLD
(with aeronautical screw connection)

Fuel pressure regulator for FIAT UNO TURBO 1.3

RPBU1.3 / RPBUG1.3

RPB is the italian acronym for our "Fuel Pressure Regulator" and to simplify things we will call it that.
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MAX FLOW RATES: 3 bar = 270 lh – 4 bar = 220 lh – 5 bar = 190 lh

designed for: FIAT - UNO TURBO 1.3

RPBU1.3

RPBUG1.3

Fuel pressure regulator for FIAT UNO TURBO 1.4

RPBU1400 / RPBUG1400

RPB is the italian acronym for our "Fuel Pressure Regulator" and to simplify things we will call it that.
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designed for: FIAT - UNO TURBO 1.4

RPBU1400

RPBUG1400

Fuel pressure regulator for ALFA ROMEO 75 TURBO

RPBAR75 / RPBAR75G

RPB is the italian acronym for our "Fuel Pressure Regulator" and to simplify things we will call it that.
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MAX FLOW RATES: 3 bar = 270 lh – 4 bar = 220 lh – 5 bar = 190 lh

designed for: ALFA ROMEO - AR75 TURBO

RPBAR75

RPBAR75G

Fuel pressure regulator for ALFA ROMEO GTV 2.0 V6 TB

RPBGTV / RPBGTVG

RPB is the italian acronym for our "Fuel Pressure Regulator" and to simplify things we will call it that.
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designed for: ALFA ROMEO - GTV 2.0 V6 TB

RPBGTV

RPBGTVG

Fuel pressure regulator for ALFA ROMEO V6 Engine and Boxer Eng

RPBARV6 / RPBARV6G

RPB is the italian acronym for our "Fuel Pressure Regulator" and to simplify things we will call it that.
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MAX FLOW RATES: 3 bar = 270 lh – 4 bar = 220 lh – 5 bar = 190 lh

designed for: ALFA ROMEO - 164 Motore V6 / ALFA 90 Motore V6 / ALFA 75 Motore V6 / Spider 3.0 Motore V6 / ALFA 33 - PORSCHE - 91

ines

RPBARV6

RPBARV6G

.1 3.2 / Carrera

Aluminum flywheel for FIAT PUNTO GT

VPGT

The aluminum flywheel Bonalume for Punto GT, also thanks to the material with which it was designed and studied, has a reduced weight of 45% compared to the original as standard, and the external inertial mass is reduced by 60% with support track and clutch work in steel.
The fixing of the track does not present holes outside, on the front, which can reduce the support surface of the disc in creating heat points on the surfaces that delimit the screws in the sub-plane, or created significant evolutions in presence of sintered clutches.
The track is secured by six threaded screws, in the same steel track.
The ante rotation is ensured by three chrome steel plugs, inserted between the aluminum part and the steel one (not visible from the outside), phase sign reported as standard original.
Balancing together with the starting crown and the clutch disc pusher is recommended, although the theory recommends doing everything, together with the cranckshaft.

designed for: FIAT - PUNTO GT

VPGT

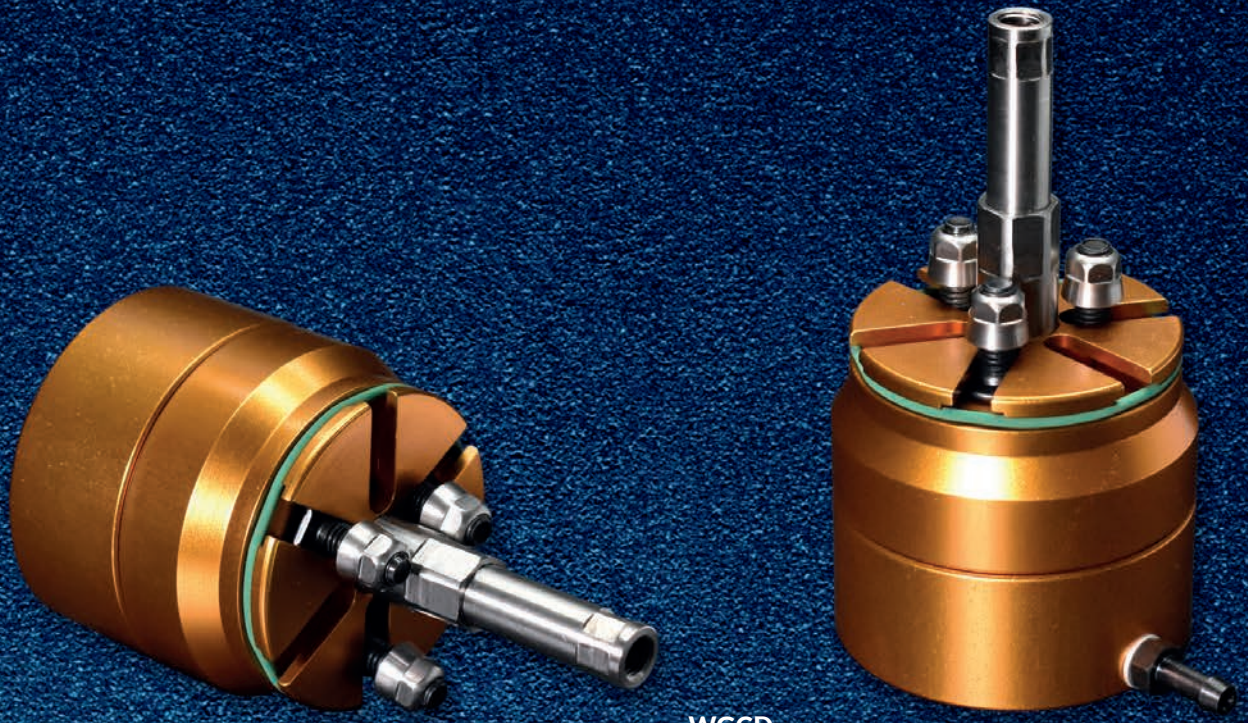
Compact Waste Gate for LANCIA DELTA

WGCD

New compact Waste Gate with unique features that make it truly universal and usable in all circumstances.
The main features are:

- An external register with clicks, with the task of fixing the rotation and at the same time, giving information on the position of the increases or decreases that we have given it.
- The regulation with a very wide range allows us a pressure excursion from 0.4 bar to 1.5 bar. this with Waste Gate calibrated on the bench, consequently on the car, managing it with overboost or standard electronics, it will be possible to also exceed 2 bar.
- A front fixing system, with which it is possible to use all the combinations now present on all cars in circulation.

designed for: LANCIA - DELTA Integrale / EVO



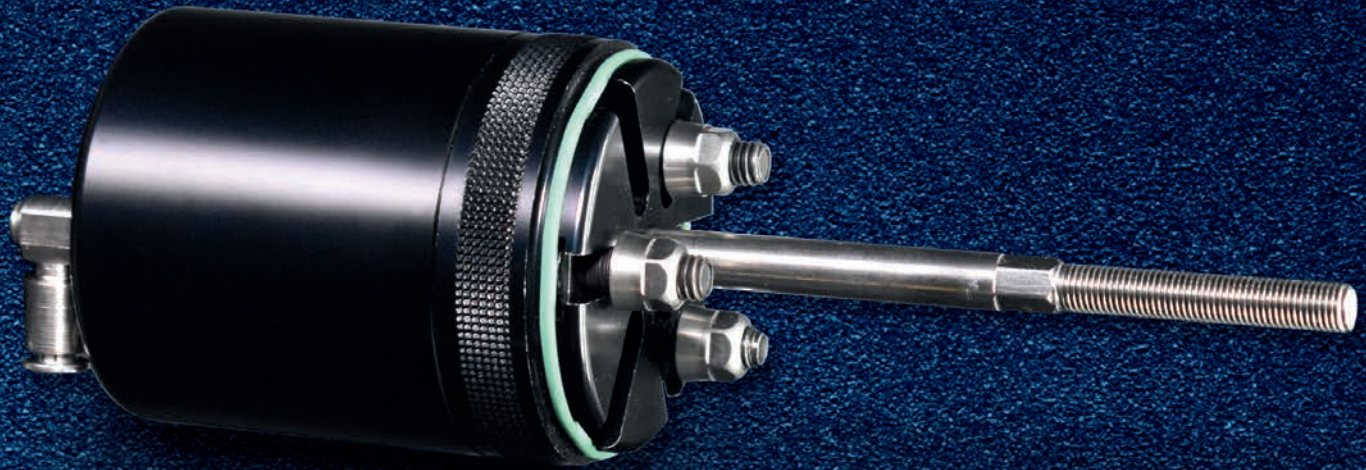
WGCD

Waste Gate for FIAT COUPÉ 20 V

WC

Many people think that it is sufficient to pull the Waste Gate spring to harden it and thus obtain easy horsepower. But few know that by pulling the spring (shortening the rod) you obtain a higher pressure, but a dangerous reduction of the opening door, as the wastegate stroke is shorter. The exhaust door, opening less, does not allow the exhaust gases to flow optimally and automatically increases the pressures and temperatures creating those fateful cracks in the turbine body and dangerously increasing the exhaust side back pressure. To overcome this problem, it is sufficient to replace the Waste Gate with one more suited to the needs of the turbine engine group. Our Waste Gates are built entirely of ergal and hard anodized, so they can withstand high pressures and temperatures, furthermore they do not have any type of membrane, but a piston, whose stroke is double compared to a normal Waste Gate. To order, simply specify the pressure you want to obtain and the type of vehicle. In some cases our Waste Gates are supplied with bracket and tie rods, in other cases, the assembly requires still using the original bracket. In this case it will be sufficient to detach the original westegate from its bracket to then be able to use it as a support for our Waste Gate.

designed for: FIAT - Coupè 20 V



WC

Waste Gate for FIAT PUNTO GT

WP

Many people think that it is sufficient to pull the Waste Gate spring to harden it and thus obtain easy horsepower. But few know that by pulling the spring (shortening the rod) you obtain a higher pressure, but a dangerous reduction of the opening door, as the wastegate stroke is shorter. The exhaust door, opening less, does not allow the exhaust gases to flow optimally and automatically increases the pressures and temperatures creating those fateful cracks in the turbine body and dangerously increasing the exhaust side back pressure. To overcome this problem, it is sufficient to replace the Waste Gate with one more suited to the needs of the turbine engine group. Our Waste Gates are built entirely of ergal and hard anodized, so they can withstand high pressures and temperatures, furthermore they do not have any type of membrane, but a piston, whose stroke is double compared to a normal Waste Gate. To order, simply specify the pressure you want to obtain and the type of vehicle. In some cases our Waste Gates are supplied with bracket and tie rods, in other cases, the assembly requires still using the original bracket. In this case it will be sufficient to detach the original westegate from its bracket to then be able to use it as a support for our Waste Gate.

designed for: FIAT - PUNTO GT

WP

Waste Gate for FIAT UNO TURBO 1.3

WGUT1.3

The peculiarity of this waste gate of ours is that it can be replaced in place of the original, unobtainable one, mounted as standard.
It can be installed without making any modifications and without altering the standard boost pressure.
It also offers the possibility of being adjusted as desired, via the external register, becoming racing and allowing all the possible pressure variations sought at that moment, or in that modification, so it is a valve with a dual function, normal as a replacement, or racing .

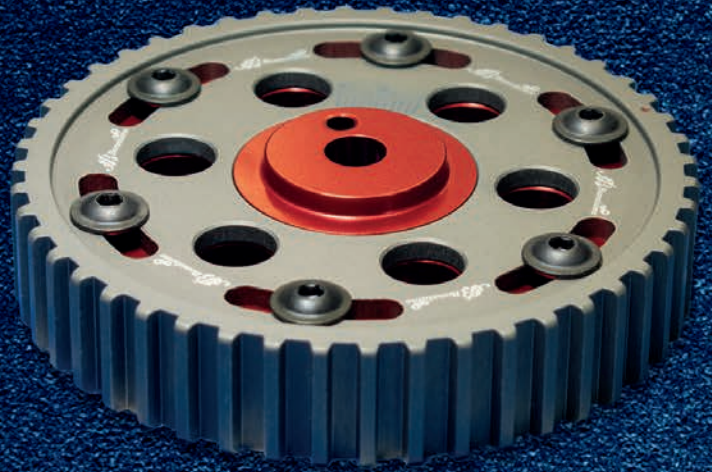
designed for: FIAT - UNO TURBO 1.3

WGUT1.3

Regulable pulley for FIAT PUNTO GT and UNO TURBO 1.4

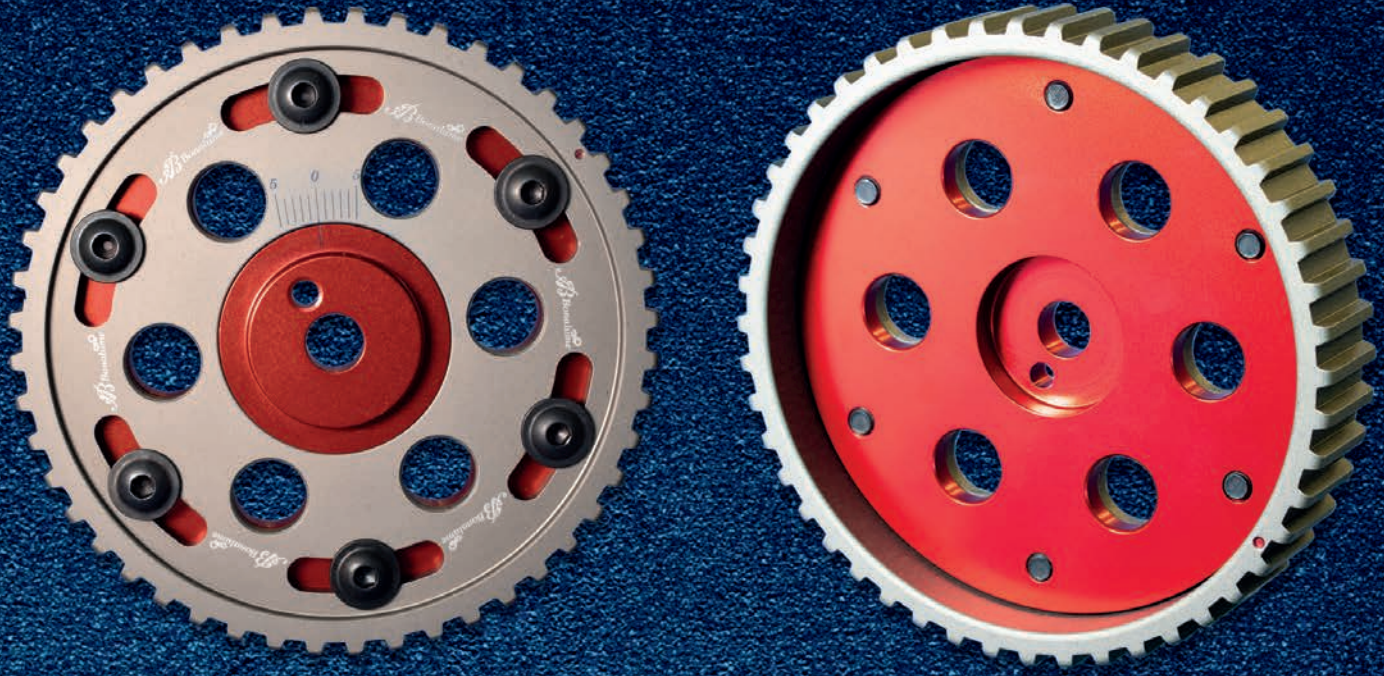
PR

By varying the camshaft timing even by a few degrees or in advance or in delay, you can have significant increases in torque or power. n.b. or torque or power. In some cases of particular camshafts, using the PR regulable pulley, you can clean up the engine power delivery in some ranges.



PR

designed for: FIAT - PUNTO GT / UNO TURBO 1.4

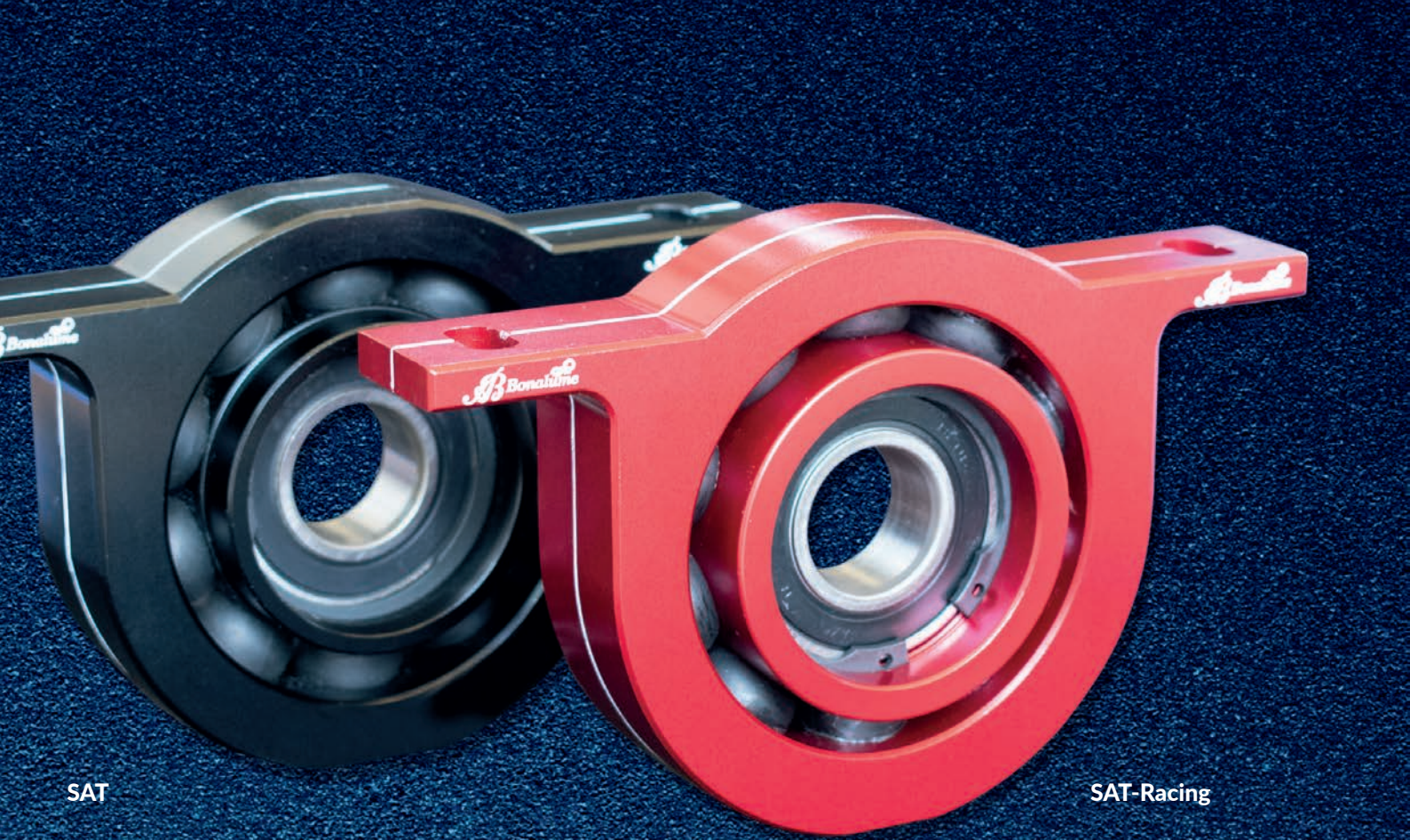


Drive shaft support for ALFA ROMEO and LANCIA

SAT / SAT-Racing

Support specially designed and created for Integral Lancia Delta, 4WD, Evolution and Integral Dedra.
The rigidity of road version is identical to that of the standard one. The Racing version can withstand high and very violent twisting, to withstand continuous stresses and high temperatures beyond the 170°C.
The Racing version is 30% stiffer that the road version.
This particular feature, allows its use on cars engaged in races of all kinds , in all adverse weather conditions and with engines well beyond normal standard power more than doubled torque values.
Extreme weather conditions, on both road and track, and time (years of use), are the main reasons that lead to the deterioration of the original support.
The two versions of the drive shaft support, designed and manufactured by us, for their particular conformation allow the replacement of only the elastic pats or bearing, i.e. those parts subjected to higher wear stress.

designed for: ALFA ROMEO - 155 Q4 / LANCIA - DELTA Integrale and EVO



SAT

SAT-Racing

Warranty

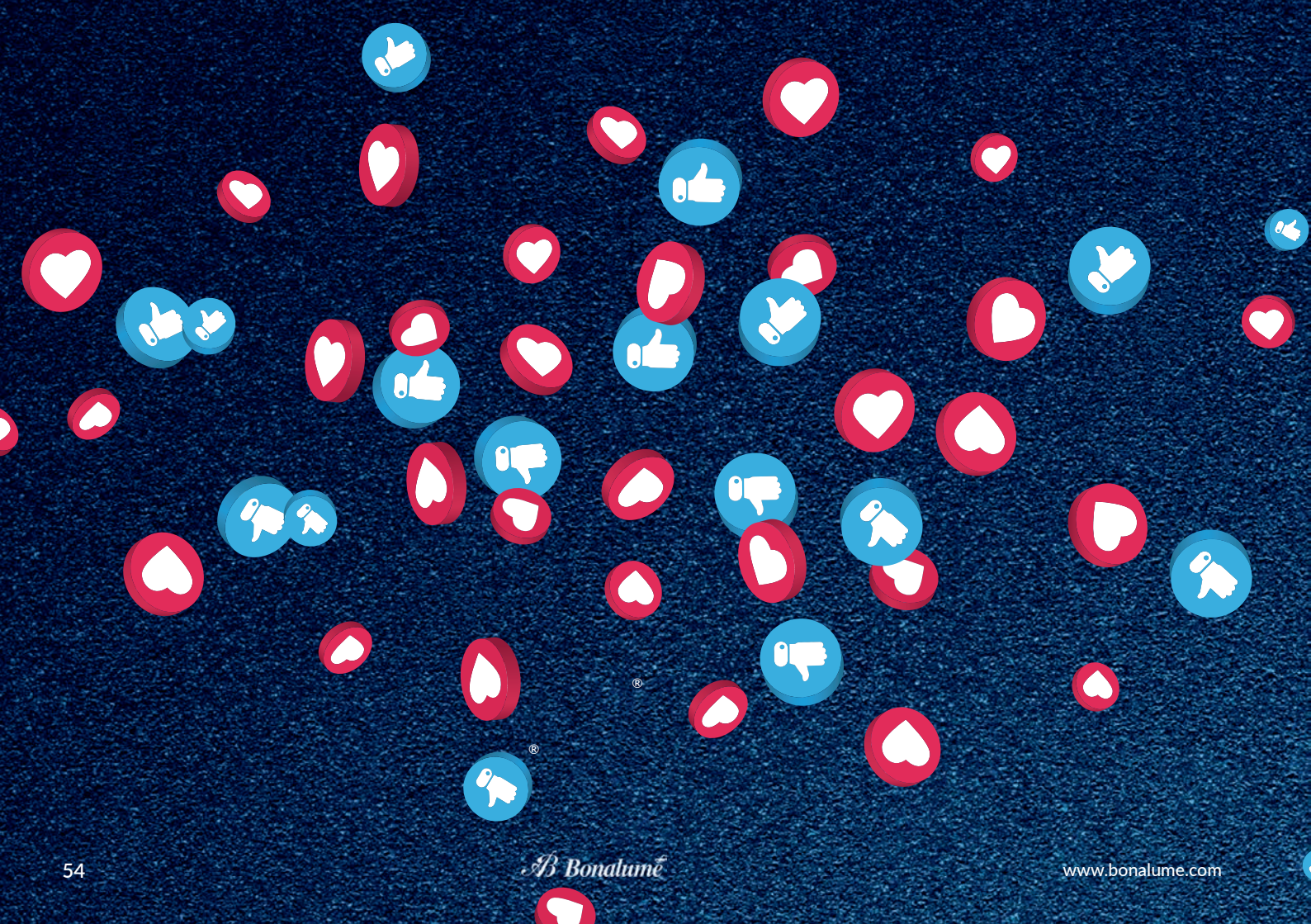
Autofficina **BONALUME** guarantees its products for 2 years from the date of manufacture.
The warranty covers all possible manufacturing defects.
The warranty does not cover any defects and / or damage caused by incorrect use or installation and / or not in accordance with the intended use.

The warranty is totally void if the products are tampered with.

Thanks for the photos: Alessandro Bigoni - Giuseppe Califano - Raphael Ebneter

Graphic design and products photography **BTRO**® Creative Studio Milano - www.btro.it


WARRANTY
2YEARS



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Autofficina **BONALUME** by Angelo and Alex
Road Enrico Cialdini 85 - 20161 Milan ITALY
Lat. 45.513085 - Lon. 9.169979

Contact Us

Bonalume

tuning products manufacturers

Road Enrico Cialdini 85 - 20161 Milan ITALY
Tel. +39 02 6460031 - +39 339 6455611
info@bonalume.it - www.bonalume.com
Lat. 45.513085 - Lon. 9.169979

Bonalume

tuning products manufacturers

Road Enrico Cialdini 85 - 20161 Milan ITALY
Tel. +39 02 6460031 - +39 339 6455611
info@bonalume.it - www.bonalume.com
Lat. 45.513085 - Lon. 9.169979

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