Omrekentabel

Koppel

Oude eenheid mkg en lb. ft.
in nieuwe eenheid **Nm**
(Newtonmeter)

1 mkg (meter kilogram) = 9,8066 Nm = 7,233 lb. ft. (Foot pounds)
1 Nm (Newtonmeter) = 0,102 mkg = 0,7375 lb. ft.
1 lb. ft. (Foot pounds) = 1,356 Nm = 0,1383 mkg

Omrekentabel zie ommezijde

Omrekentabel: Koppel mkg in Nm of lb. ft.

mkg	Nm	lb. ft.	mkg	Nm	lb. ft.	mkg	Nm	lb. ft.	mkg	Nm	lb. ft.
0,01	0,10	0,07	11	107,87	79,55	41	402,05	296,51	71	696,27	513,54
0,02	0,20	0,14	12	117,67	86,78	42	411,85	303,74	72	706,07	520,77
0,03	0,29	0,22	13	127,48	94,02	43	421,66	310,98	73	715,88	528,01
0,04	0,39	0,29	14	137,28	101,25	44	431,46	318,21	74	725,69	535,24
0,05	0,49	0,36	15	147,09	108,48	45	441,27	325,44	75	735,49	542,47
0,06	0,59	0,43	16	156,90	115,71	46	451,08	332,67	76	745,30	549,71
0,07	0,69	0,51	17	166,70	122,94	47	460,88	339,90	77	755,11	556,94
0,08	0,78	0,58	18	176,51	130,18	48	470,69	347,14	78	764,91	564,17
0,09	0,88	0,65	19	186,31	137,41	49	480,49	354,37	79	774,72	571,40
			20	196,12	144,64	50	490,30	361,60	80	784,52	578,64
0,1	0,98	0,72	21	205,93	151,87	51	500,14	368,88	81	794,33	585,87
0,2	1,96	1,45	22	215,73	159,10	52	509,94	376,11	82	804,14	593,10
0,3	2,94	2,17	23	225,54	166,34	53	519,75	383,35	83	813,95	600,34
0,4	3,92	2,89	24	235,34	173,57	54	529,56	390,58	84	823,75	607,57
0,5	4,90	3,62	25	245,15	180,80	55	539,36	397,81	85	833,56	614,80
0,6	5,88	4,34	26	254,96	188,02	56	549,17	405,05	86	843,36	622,04
0,7	6,86	5,06	27	264,76	195,26	57	558,98	412,28	87	853,17	629,27
0,8	7,84	5,79	28	274,57	202,50	58	568,78	419,51	88	862,98	636,50
0,9	8,83	6,51	29	284,37	209,73	59	578,59	426,74	89	872,78	643,73
			30	294,18	216,96	60	588,36	433,98	90	882,59	650,97
1	9,81	7,23	31	303,99	224,19	61	598,20	441,21	91	892,40	658,20
2	19,61	14,46	32	313,79	231,42	62	608,01	448,44	92	902,21	665,43
3	29,42	21,70	33	323,60	238,66	63	617,81	455,68	93	912,01	672,66
4	39,22	28,93	34	333,40	245,89	64	627,62	462,91	94	921,82	679,90
5	49,03	36,16	35	343,21	253,12	65	637,43	470,14	95	931,62	687,13
6	58,84	43,39	36	353,02	260,35	66	647,24	477,38	96	941,43	697,37
7	68,64	50,62	37	362,82	267,58	67	657,04	484,61	97	951,24	701,60
8	78,45	57,86	38	372,63	274,82	68	666,85	491,84	98	961,04	708,83
9	88,25	65,09	39	382,43	282,05	69	676,65	499,07	99	970,85	716,06
10	98,06	72,33	40	392,24	289,28	70	686,46	506,30	100	980,60	723,30

Omrekentabel: Koppel lb. ft. in Nm of mkg

lb. ft.	Nm	mkg	lb. ft.	Nm	mkg	lb. ft.	Nm	mkg	lb. ft.	Nm	mkg
1	1,36	0,14	31	42,04	4,28	61	82,71	8,42	91	123,39	12,56
2	2,71	0,28	32	43,39	4,42	62	84,07	8,56	92	124,75	12,70
3	4,07	0,41	33	44,75	4,55	63	85,43	8,70	93	126,11	12,84
4	5,42	0,55	34	46,10	4,69	64	86,78	8,83	94	127,46	12,97
5	6,78	0,69	35	47,46	4,83	65	88,14	8,97	95	128,82	13,11
6	8,14	0,83	36	48,82	4,97	66	89,50	9,11	96	130,18	13,25
7	9,49	0,97	37	50,17	5,11	67	90,85	9,25	97	131,53	13,39
8	10,85	1,10	38	51,53	5,24	68	92,21	9,38	98	132,89	13,52
9	12,20	1,24	39	52,88	5,38	69	93,56	9,52	99	134,24	13,67
10	13,56	1,38	40	54,24	5,52	70	94,92	9,66	100	135,60	13,81
11	14,92	1,52	41	55,60	5,66	71	96,27	9,80	110	149,16	15,21
12	16,27	1,66	42	56,95	5,80	72	97,63	9,94	120	162,72	16,60
13	17,63	1,79	43	58,31	5,93	73	98,99	10,08	130	176,28	17,98
14	18,98	1,93	44	59,66	6,07	74	100,34	10,21	140	189,84	19,36
15	20,34	2,07	45	61,02	6,21	75	101,70	10,35	150	203,40	20,75
16	21,70	2,21	46	62,38	6,35	76	103,06	10,49	160	216,96	22,13
17	23,05	2,35	47	63,73	6,49	77	104,41	10,63	170	230,52	23,51
18	24,41	2,48	48	65,09	6,62	78	105,77	10,76	180	244,08	24,89
19	25,76	2,62	49	66,44	6,76	79	107,12	10,91	190	257,64	26,27
20	27,12	2,76	50	67,80	6,90	80	108,48	11,04	200	271,20	27,66
21	28,48	2,90	51	69,15	7,04	81	109,83	11,18	210	284,76	29,04
22	29,83	3,04	52	70,51	7,18	82	111,19	11,32	220	298,32	30,43
23	31,19	3,17	53	71,87	7,32	83	112,55	11,46	230	311,88	31,80
24	32,54	3,31	54	73,22	7,45	84	113,90	11,59	240	325,44	33,19
25	33,90	3,45	55	74,58	7,59	85	115,26	11,73	250	339,00	34,57
26	35,26	3,59	56	75,94	7,73	86	116,62	11,87	260	352,56	35,96
27	36,61	3,73	57	77,29	7,87	87	117,97	12,01	270	366,12	37,34
28	37,97	3,86	58	78,65	8,00	88	119,33	12,14	280	379,68	38,72
29	39,32	4,00	59	80,00	8,14	89	120,68	12,29	290	393,24	40,10
30	40,68	4,14	60	81,36	8,28	90	122,04	12,42	300	406,80	41,49

Merk en model	motorgegevens: Motortype B = Boxermotor Q = dwarsgepl. motor R = Lijnmotor V = V-motor	Cilinderaantal	Boring (mm)	Slag (mm)	Cilinderinhoud (l)	Max. vermogen (PK bij omw./min.) D = DIN, S = SAE	Kompressieverhouding :1	Kompressiedruk (kg/cm² bij omw./min.) A = start toerental	kleppen: klepzetelhoek (°) inlaat	klepzetelhoek (°) uitlaat	klepsteeldiameter (mm.) inlaat	klepsteeldiameter (mm.) uitlaat	Klepspeling (mm.) K = koud, W = warm inlaat	Klepspeling (mm.) K = koud, W = warm uitlaat	Inlaatklepspeling tijdens het controleren van klepopening	Inlaatklep opent (°) v = voor, n = na B.D.P.	Plaats van het afstelmerkteken... uitvoering van het afstelmerkteken	afstelling: Statisch ontstekingstijdstip (°) v = voor, n = na B.D.P.	Ontstekingstijdstip met een afstellamp (° bij omw./min.) v = voor n = na B.D.P.	Plaats van het afstelmerkteken ... uitvoering van het afstelmerkteken	Stationair toerental v/d motor	CO gehalte bij stationair toerental (vol.-%)	Max. sprongsgewijs vacuum bij stationair toerental (mmHg)
Alfa-Romeo																							
Alfasud, Giardinetta	B 301.00	4	80	59	1,186	S 73/6000	8,8	10,5–11,5 A	45	45	7,985–8,000	7,985–8,000	K 0,35–0,40	K 0,45–0,50	0,70	12° v	SN<	8±1°v[3]	34° v/4500	SR<[1]	850±50	1,5–2,0	-
Alfasud ti	B 301	4	80	59	1,186	S 79/6000	9,0	10,5–12,5 A	45	45	7,985–8,000	7,985–8,000	K 0,35–0,40	K 0,45–0,50	0,70	12° v	SN<	8±1°v[3]	34° v/4500	SR<[1]	850±50	1,5–2,0	-
Giulia Super 1,3	R OHC	4	74	75	1,290	S 103/6000	9,0	11,5–12,5 A	30	30	8,962–8,987	8,935–8,960	K 0,475–0,50	K 0,525–0,55	–	18°30′ v	NN	3±1° v	40–3° v/5300	KP<	600–700	4½	-
GT Junior 1,3; Spider Junior 1,3	R OHC	4	74	75	1,290	S 103/6000	9,0	11,5–12,5 A	30	30	8,962–8,987	8,935–8,960	K 0,475–0,50	K 0,525–0,55	–	18°30′ v	NN	3±1° v	40–3° v/5000	KP<	600–700	4½	-
GTA 1300 Junior	R 10559	4	74	75	1,290	S 110/6000	9,0	11,5–12,5 A	30	30	8,465–8,480	8,455–8,480	K 0,475–0,50	K 0,525–0,55	–	36°50′ v	NN	3±1° v	29±2° v/5000	KP<	700	4½	-
Giulia Super 1,6	R OHC	4	78	82	1,570	S 116/5500	9,0	11,5–12,5 A	30	30	8,972–8,987	8,945–8,960	K 0,475–0,50	K 0,525–0,55	–	36°50′ v	NN	3±1° v	43–3° v/5000	KP<	600–700	4½	-
GT Junior 1,6; Spider Junior 1,6	R OHC	4	78	82	1,570	S 125/6000	9,0	11,5–12,5 A	30	30	8,972–8,987	8,945–8,960	K 0,475–0,50	K 0,525–0,55	–	36°50′ v	NN	3±1° v	43–3° v/5000	KP<	600–700	4½	-
Alfetta 1,6 l	R OHC	4	78	82	1,570	D 101/5600	9,0	10,5–11,5 A	30	30	8,972–8,987	8,945–8,960	K 0,475–0,50	K 0,525–0,55	–	36°50′ v	NN	7±1° v	7±1° v/850±50	KP<	850±50	1,5–3,0	-
Alfetta 1,8 l; Alfetta GT	R OHC	4	80	88,5	1,779	D 121/5300	9,5	11–13 A	30	30	8,972–8,987	8,945–8,960	K 0,475–0,50	K 0,525–0,55	0,475	41°20′ v	NN<	7±1° v	7±1° v/850±50	KP<	850±50	1,5–3,0	-
Alfetta GTV 2000	R OHC	4	84	88,5	1,962	D 121/500	9,0	11,5–12,5 A	30	30	8,972–8,987	8,945–8,960	K 0,475–0,50	K 0,525–0,55	0,475	41°20′ v	NN<	3±1° v	40–3°v/4600	KP<	850±50	4½	-
2000 Berlina; GT-Veloce; Spider	R OHC	4	84	88,5	1,962	D 128/5300[7]	9,0	11,5–12,5 A	30	30	8,972–8,987	8,945–8,960	K 0,475–0,50	K 0,525–0,55	0,475	33,5°	NN<	6–8° v	6–8° v/800–900	KP<	850±50	1,5–3,0	-
Montreal ■	V-8	8	80	64,5	2,593	S 230/6500	9,0	11–12,5	30	30	8,972–8,987	8,935–8,960	K 0,475–0,50	K 0,525–0,55	–	36°50′ v	NN	5±1° v	30–3° v/4600	SR<	750–800	4½	-
Autobianchi																							
Giardiniera	R 120.000	2	67,4	70	0,499	D 17,5/4600	7,1	7,5–8,5 A	45°±5′	45°±5′	7,985–8,000	7,965–7,98	K 0,15	K 0,15	0,39	25° v	ST<	10° v	38° v/3600	KP I	800	4½	-
A 112	R A112 A5000	4	65	68	0,903	D 42/5400	9,0	10–11 A	[2]	[2]	6,985–7,000	6,985–7,000	K 0,15±0,05	K 0,20±0,05	0,45	11° v	ST<	10° v	38°±2° v/4700	SR<	850±50	4½	-
A 112 E	Q A112 A.000	4	65	68	0,903	D 47/5600	9,0	–	[2]	[2]	6,985–7,000	6,985–7,000	K 0,15	K 0,20	0,375	25° v	ST<	10° v	38°±2° v/4700	SR<	850±50	4½	-
A 112 Abarth	Q A112 A.1000	4	65	74	0,982	D 58/6600	10,0	–	[2]	[2]	6,985–7,000	6,985–7,000	K 0,20	K 0,25	0,375	20° v	ST<	10° v	38°±2° v/4700	SR<	850±50	4½	-
A 112 Abarth 70 PS	Q A 112	4	67,2	74	1,050	D 70/6600	10,4	–	[2]	[2]	6,982–7,000	6,982–7,000	K 0,25	K 0,30	0,75	16° v	ST<	10° v	38°±2° v/4700	SR<	850±50	4½	-
Ferrari																							
Dino 208 GT 4	V-8 F 106 CL	8	66,8	71	1,990	D 170/7000	9,0	10/900	45	45	8,000	8,000	K 0,20–0,25	K 0,20–0,25	0,50	34°/46°v	SR	5° v	29° v/5000	SR	900	4½	-
Dino 308 GT 4; Ferrari 308 GTB	V 90° F106AL	8	81,0	71	2,927	D 255/7700	8,8	10/900	45	45	8,000	8,000	K 0,20–0,25	K 0,30–0,35	0,50	34°/46°v	SR	18° v	35–36° v/5000	SR	900	-	-
365 GT 4 2+2	V 60° F101AC	12	81,0	71	4,390	D 340/6800	8,8	10/900	45	45	8,000	8,000	K 0,10–0,15	K 0,25–0,30	0,15	40° v	SR	16° v	34° v/5000	SR	800	-	-
265 GT 4 BB	V 60° R102AB	12	81,0	71	4,390	D 380/7200	8,8	10/900	45	45	8,000	8,000	K 0,20–0,25	K 0,30–0,35	0,50	40/48°v	SR	16–18° v	36–38° v/5000	SR	900	-	-
Fiat																							
500 ■	R 126A5000	2	73,5	70	0,594	D 18/4000	7,5	–	[2]	[2]	7,974–7,992	7,974–7,992	K 0,15	K 0,15	0,39	25° v	ST I	10° v	–	KP I	–	4½	-
126	R 126A.000	2	73,5	70	0,594	D 23/4800	7,5	–	[2]	[2]	7,974–7,992	7,974–7,992	K 0,20	K 0,25	0,625	26° v	ST I	10° v	–	KP I	600	4½	-
127; 127 Special	Q 100GL	4	65	68	0,903	D 47/6200	9,0	11/A	[2]	[2]	6,982–7,000	6,982–7,000	K 0,15	K 0,20	0,375	25° v	ST I	10° v	–	KP I	700	4½	315
128; 128 Special 1100	Q 128A.000	4	80	55,5	1,116	D 55/6000	9,2	11–12/A	[2]	[2]	7,974–7,992	7,974–7,992	K 0,30	K 0,40	0,50	12° v	ST I	10° v	28°±2° v/4000	KP I	700	4½	-
128; 128 Special 1300	Q 128A1000	4	86	55,5	1,290	D 60/6000	8,9	10,5–11,5	[2]	[2]	7,974–7,992	7,974–7,992	K 0,30	K 0,40	0,50	12° v	ST I	10° v	28°±2° v/4000	KP I	700	4½	-
128 3 P 1100	Q 128AC5000	4	80	55,5	1,116	D 65/6000	9,2	–	[2]	[2]	7,974–7,992	7,974–7,992	K 0,40	K 0,50	0,60	20° v	ST I	10° v	28°±2° v/6000	KP I	700	4½	-
128 Rally	Q 128AR.000	4	86	55,5	1,290	D 67/6400	9,0	–	45°±5′	45°±5′	–	–	K 0,40	K 0,45	0,50	24° v	ST I	10° v	28°±2° v/4000	KP I	700	4½	-
128 3 P 1300	Q 128AC.000	4	86	55,5	1,290	D 73/6000	9,2	–	45°±5′	45°±5′	7,974–7,992	7,974–7,992	K 0,40	K 0,50	0,60	1 v	ST I	5° v	28°±2° v/6000	KP I	700	4½	-
X 1/9	Q 128AS.000	4	86	55,5	1,290	D 73/6000[4]	9,2[4]	–	45°±5′	45°±5′	7,974–7,992	7,974–7,992	K 0,45	K 0,60	0,50	24° v	ST I	10° v	–	KP I	–	4½	-
131 Mirafiori 1,3 l	R 131A.000	4	76	71,5	1,297	D 65/5200	9,2	–	[2]	[2]	7,974–7,992	7,974–7,992	K 0,20	K 0,20	0,45	10° v	ST I	10° v	10° v/800±50	KP I	800±50	4½	-
131 Mirafiori 1,6 l	R 131A1.000	4	84	71,5	1,585	D 75/5400	9,2	–	[2]	[2]	7,974–7,992	7,974–7,992	K 0,20	K 0,20	0,75	10° v	ST I	10° v	10° v/800±50	KP I	800±50	4½	-
131 Mirafiori 1,8 l USA	R 131A1.000	4	84	79,2	1,756	D 87/6200	8,0	–	[2]	[2]	7,974–7,992	7,974–7,992	K 0,40–0,45	K 0,50–0,60	0,80	15° v	ST I	8° v	–	KP I	800±50	2½	-
Abarth 131 Rally	R 131AR.000	4	84	90	1,995	D 140/6400	10,2	–	45°±5′	45°±5′	7+0/–0,02	7+0/–0,02	K 0,40±0,05	K 0,50±0,05	0,80	21° v	ST I	5° v	0°/1000	KP<	900	4½	-
132 GL	R 132B000	4	80	79,2	1,592	D 98/5600	9,0	12/400	[2]	[2]	7,974–7,992	7,974–7,992	K 0,45	K 0,60	0,80	12° v	N+Z–<	10° v	28±2° v/4000	KP I	650	4½	-
132 GLS	R 132B1000	4	84	79,2	1,756	D 111/5600[6]	8,9	11–12/400	[2]	[2]	7,974–7,992	7,974–7,992	K 0,45	K 0,60	0,80	12° v	N+Z–<	10° v	28±2° v/4000	KP I	650	4½	-
130, 3200 Berlina	V-6 130 B	6	102	66	3,235	D 165/5400	9,0	11–12 A	45°±5′	45°±5′	8,985–9,000	8,985–9,000	K 0,40	K 0,45	0,50	26° v	ST I	10° v[5]	30±2°/4750	KP I	600	4½	-
130 Coupé	V-6 130 B	6	102	66	3,235	D 165/5400	9,0	11–12 A	45°±5′	45°±5′	8,985–9,000	8,985–9,000	K 0,40	K 0,45	0,50	26° v	ST I	10° v[5]	30±2°/4750	KP I	600	4½	-
Campagnola	R 6132AZ2000	4	84	90	1,995	D 80/4600	8,6	9,5–10,5 A	45°±5′	45°±5′	7,974–7,992	7,974–7,992	K 0,20	K 0,20	0,75	10° v	ST I	5°v	20±2°/3600	KP<	600	4½	-

1 Derde kerf
2 45½°±5′
3 Met verdeler Ducellier: met verdeler Bosch = 6°±1° V
4 Of 62 PK/5800 omw/min met kompressieverhouding 8,5 : 1 (USA uitvoering)
5 Met automatische bak = 8° V
6 Of met 2 l motor met 115 PK/5400 omw/min, motorwaarden gelijk aan Abarth 131 Rallye
7 Of 133 PK bij 5500 omw/min

KP = Krukaspoulie
N = Nokkenas
NN = Nokkenas en nokkenaslager
N+Z= Nokkenas en cilinderkop
SD = Trillingsdemper

SR = Vliegwiel
ST = Distributiewielen

■ Produktie begin 1976 opgegeven

Tekens:
I = streep
< = kerf
–< = streep en kerf
≤ = gelijk of minder dan

Autotechnik
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Aanhaalmomenten voor belangrijke bouten en moeren in mkg (1 mkg = 7,23 ft. lbs)

Merk en model	motor												onderstel				diversen
	cilinderkop K = koud W = warm	drijfstang	krukashoofdlagers	kleptuimelaars of ◇ nokkenaslagers	inlaatspruitstuk	uitlaatspruitstuk	krukaspulley	vliegwiel	motorophanging	bougies	inspuitpomp	inspuitverstuivers	wielbouten	wielophanging L = langsarm Q = dwarsarm	wiellagers	stuurarm X = spoorstang aan de stuurarm	
Alfa-Romeo																	
Alfasud, Giardinetta	8,3–8,9	4,4–4,9	6,7–7,4[2]	1,9–2,4	1,9–2,4	1,9–2,4	12–14,7	9,6–10,7	7–8,7	2,5–3,5[4]	–	–	6,5–8	Q 5,4–8,7	30–35	X 5,6–7	[6]4–4,9
Alfasud ti	8,3–8,9	4,4–4,9	6,7–7,4[2]	1,9–2,4	1,9–2,4	1,9–2,4	12–14,7	9,6–10,7	7–8,7	2,5–3,5[4]	–	–	6,5–8	Q 5,4–8,7	30–35	X 5,6–7	[6]4–4,9
Giulia Super 1,3	6,2–6,4[1]	3,5–3,6[2]	3,2–3,5[2]	◇ 2–2,25	–	–	–	4,2–4,5[2]	–	2,5–3,5[4]	–	–	6–8	–	–	12,5–14	3–3,5[3]
GT Junior 1,3; Spider Junior 1,3	6,2–6,4[1]	3,5–3,6[2]	3,2–3,5[2]	◇ 2–2,25	–	–	–	4,2–4,5[2]	–	2,5–3,5[4]	–	–	6–8	–	–	12,5–14	3–3,5[3]
GTA 1300 Junior	6,2–6,4[1]	3,5–3,6[2]	3,2–3,5[2]	◇ 2–2,25	–	–	–	4,2–4,5[2]	–	2,5–3,5[4]	–	–	6–8	5,6–5,9	–	12,5–14	3–3,5[3]
Giulia Super 1,6	6,2–6,4[1]	5–5,3[2]	4,7–5[2]	◇ 2–2,25	–	–	–	4,2–4,5[2]	–	2,5–3,5[4]	–	–	6–8	5,6–5,9	–	12,5–14	3–3,5[3]
GT Junior 1,6; Spider Junior 1,6	6,2–6,4[1]	5–5,3[2]	4,7–5[2]	◇ 2–2,25	–	–	–	4,2–4,5[2]	–	2,5–3,5[4]	–	–	6–8	5,6–5,9	–	12,5–14	3–3,5[3]
Alfetta 1,6 l	8,4–8,5 K	5–5,3[2]	4,7–5[2]	◇ 2–2,25	–	–	19–20	11,2–11,5	–	2,5–3,5[4]	–	–	10,0	5,6–5,9	–	12,5–14	[6]4,5–5,5
Alfetta 1,8 l; Alfetta GT	8,4–8,5 K	5–5,3[2]	4,7–5[2]	◇ 2–2,25	–	–	19–20	11,2–11,5	–	2,5–3,5[4]	–	–	10,0	–	–	–	[6]4,5–5,5
Alfetta GTV 2000	8,4–8,5 K	5–5,3[2]	4,7–5[2]	◇ 2–2,25	–	–	11–13	9,7–10[2]	–	2,5–3,5[4]	–	–	10,0	5,6–5,9	33–36	–	[6]4,0–4,5
2000 Berlina; GT-Veloce; Spider	8,4–8,5 K	5–5,3[2]	4,7–5[2]	◇ 2–2,25	–	–	11–13	9,7–10[2]	–	2,5–3,5[4]	–	–	10	5,6–5,9	33–36	–	[6]4,0–4,5
Montreal ■	7,2–7,4[5]	4–4,25[2]	6–6,25[2]	◇ 2–2,25	–	–	–	5,25–5,5[2]	–	2,5–3,5[4]	–	–	6–8	–	–	–	–
Autobianchi																	
Giardiniera	3,3	3,3	2,1	2,1	–	2,5	15	3,2	–	2,5–3	–	–	6–7	–	–	–	–
A 112	6,0	4,0	7,0	4,0	–	–	10	5,0	3,5	3,5	–	–	7,0	7,0/7,0[7]	16,0	5,0	5,0[13]
A 112 E	6,0	4,0	7,0	4,0	–	–	10	5,0	3,5	3,5	–	–	7,0	7,0/7,0[7]	16,0	5,0	2,5[13]
A 112 Abarth	6,0	4,0	7,0	4,0	–	–	10	5,0	3,5	3,5	–	–	7,0	7,0/7,0[7]	16,0	5,0	2,5[13]
A 112 Abarth 70 PS	6,8	4,0	7,0	4,0	–	–	10	5,0	3,5	3,5	–	–	7,0	7,0/7,0[7]	16,0	5,0	2,5[13]
Ferrari																	
Dino 208 GT 4	11,0	6,6	11,0	◇ 0,9	–	–	20	8,5	–	3,8	–	–	10	10/10[7]	–	16,0	7[9]
Dino 308 GT 4; Ferrari 308 GTB	11,0	6,6	11,0	◇ 0,9	–	–	20	8,5	–	3,8	–	–	10	10/10[7]	–	16,0	7[9]
365 GT 4 2+2	7,6	6,9	8,2	◇ 3,0	3,0	3,0	20	3,0	–	2,0	–	–	–	7/7[7]	–	16,0	18[9]
265 GT 4 BB	11,0	6,9	13,5	◇ 0,9	–	–	20	3,1	–	3,8	–	–	–	8/8[7]	–	16,0	18[9]
Fiat																	
500 ■	4,0	3,5	3,0	2,5	–	–	15	3,5	–	3,0	–	–	5,0	–	–	–	–
126	4,0	3,5	3,0	2,5	–	–	15	3,5	–	3,0	–	–	5,0	–	–	–	–
127; 127 Special	6,0	4,0	7,0	4,0	–	–	10	4,0	3,5	3,5	–	–	7,0	Q 2,5	[10]14,0	[6]7,0	–
128; 128 Special 1100	8,5	5,0	8,0	8,5[8]	3,0	3,0	14	8,5	–	4,0	–	–	7,0	–	[10]14,0	–	–
128; 128 Special 1300	8,5	5,0	8,0	2,0	3,0	3,0	14	8,5	–	4,0	–	–	7,0	–	[10]14,0	–	–
128 3 P 1100	8,5	5,0	8,0	–	3,0	3,0	14	8,5	–	4,0	–	–	7,0	–	–	–	–
128 Rally	8,5	5,0	8,0	2,0	3,0	3,0	14	8,5	–	4,0	–	–	7,0	–	–	–	14[9]
128 3 P 1300	8,5	5,0	8,0	2,0	3,0	3,0	14	8,5	–	4,0	–	–	7,0	–	–	–	14[9]
X 1/9	9,5	5,0	8,0	–	3,0	3,0	14	8,5	–	4,0	–	–	7,0	–	–	–	16[9]
131 Mirafiori 1,3 l	8,5	5,0	11,5	4,0	2,5	2,5	20	8,5	3,5	4,0	–	–	9,0	–	–	–	–
131 Mirafiori 1,6 l	8,5	5,5	11,5	4,0	2,5	2,5	20	8,5	3,5	4,0	–	–	9,0	–	–	–	–
131 Mirafiori 1,8 l USA	7,5	6,5	8,0[11]	–	2,5	2,5	25	8,5	–	4,0	–	–	–	–	–	–	–
Abarth 131 Rally	8,5	9,5	11,5[14]	2,5	2,5	2,5	25	14,5	–	4,0	–	–	–	–	20,0	–	–
132 GL	8,5	5,5	11,5[12]	◇ 12	2,5	2,5	25	8,5	–	4,0	–	–	7,0	–	16	–	–
132 GLS	8,5	5,5[15]	11,5[12]	◇ 12	2,5	2,5	25	8,5	–	4,0	–	–	7,0	–	16	–	–
130, 3200 Berlina	11	7,5	11	[6]7,0	2,0	2,0	18	8,5	–	4,0	–	–	9,0	–	–	–	–
130 Coupé	11	7,5	11	[6]7,0	1,7	2,5	18	8,5	–	4,0	–	–	9,0	–	30,0	–	–
Campagnola	8,5	7,5	11,5	8,5	2,5	2,5	25	14,5	–	4,0	–	–	14,0	–	–	18,0	21–26

1 Bij warme motor = 6,6–6,7 mkg
2 Met olie op de schroefdraad
3 Gelijk of wisselstroom dynamobevestiging
4 Schroefdraad met grafiet ingesmeert
5 Bij warme motor = 7,6–7,7 mkg
6 Bevestigingsmoer van het spoorstang gewricht aan de tandheugel
7 Ophanging voor/achter
8 Nokkenastandwielbouten
9 RM wielnaafmoeren
10 Achterwielen
11 Voorste lager; overige lagers = 11,5 mkg
12 Voorste lager = 8,2 mkg
13 Hulpstuurarm
14 Voor = 9,5 mkg
15 Bij 2 liter-motor = 7,5 mkg

■ Produktie begin 1976 opgegeven

Merk en model	ontsteking															
	bougies		bobine			verdeler				automatische vervroeging in krukasgraden						
										vacuum (°/mmHg)			centrifugaal (°/omw./min.)			
	merk en type (originele uitvoering) Bo = Bosch Ch = Champion Lo = Lodge Mr = Marelli	electrode afstand (mm)	primaire weerstand (Ω)	secundaire weerstand (Ω)	voorschakelweerstand (Ω)	puntafstand v/d kontaktpunten (mm)	kontakthoek v/d kontaktpunten (°)	onderbreker veerspanning (g)	kondensator-capaciteit (μF)	begin	tussenwaarde	maximum	begin	tussenwaarde	maximum	ontstekingsvolgorde 1e cil. v = voor, h = achterste r = rechts, l = links s = vliegwiel
Alfa-Romeo																
Alfasud, Giardinetta	Lo 2 HL	0,5–0,6	1,8	9000	–	0,40±0,05	60–64[11]	500–630[11]	0,20	–	–	–	0°/900	20±1°/2000	34±1°/4500	a vr
Alfasud ti	Lo 2 HL	0,5–0,6	1,8	9000	–	0,40±0,05	60–64[11]	500–630[11]	0,20	–	–	–	0°/900	20±1°/2000	34±1°/4500	a vr
Giulia Super 1,3	Lo 2 HL	0,5–0,6	3,3–3,8	6500–8900	–	0,35–0,40	58–62	–	0,20	–	–	8°/450	–	–	18±1°/2750[1]	b v
GT Junior 1,3; Spider Junior 1,3	Lo 2 HLN	0,5–0,6	3,3–3,8	6500–8900	–	0,35–0,40	58–62	–	0,20	–	–	8°/450	–	–	18±1°/2750[1]	b v
GTA 1300 Junior	Lo 2 HL	0,5–0,6	3,3–3,8	6500–8900	–	0,35–0,40	63–67	–	0,20	–	–	8°/450	–	–	18±1°/2750[1]	b v
Giulia Super 1,6	Lo 2 HL	0,5–0,6	3,3–3,8	6500–8900	–	0,35–0,40	58–62	–	0,20	–	–	–	–	–	20°/2750[1]	b v
GT Junior 1,6; Spider Junior 1,6	Lo 2 HL	0,5–0,6	3,3–3,8	6500–8900	–	0,35–0,40	58–62	–	0,20	–	–	–	–	–	20°/2750[1]	b v
Alfetta 1,6 l	Lo 2 HL	0,5–0,6	1,8	9000	–	0,30–0,40[12]	66±2[12]	500–630[12]	0,20	–	–	–	0°/900	9–12°/1700	13½–16½°/3000	b v
Alfetta 1,8 l; Alfetta GT	Lo 2 HL	0,5–0,6	1,8	9000	–	0,30–0,40[12]	66±2[12]	500–630[12]	0,20	–	–	–	0°/900	9–12°/1700	13½–16½°/3000	b v
Alfetta GTV 2000	Lo 2 HL	0,5–0,6	3,3–3,8	6500–8900	–	0,35–0,40	62–68	–	0,20	–	–	–	6–9°/1000	18–25°/2000	40–3°/4600	b v
2000 Berlina; GT-Veloce; Spider	Lo 2 HL/E	0,5–0,6	–	–	–	[6]	[6]	[6]	[6]	–	–	–	0°/900	10°15'–12°15'/2000	13°15'–15°15'/3000	b v
Montreal ■	Lo 2 HL	0,5	–	–	–	0,32–0,38	63–67	–	0,20	–	–	–	–	–	–	c vr
Autobianchi																
Giardiniera	Mr CW 260 N/Bo W 240 T 1[2]	0,6–0,7	3,0–3,33	6500–8000	–	0,47–0,53	78	475±50	0,25	–	–	–	0°/1400	–	28°±2°/3600	d[3]
A 112	Mr CW 7 LP/Bo W 200 T 30[5]	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/1000	–	28°±2°/4700	b
A 112 E	Mr CW 7 LP/Bo W 200 T 30[5]	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	2°/1000	–	28°±2°/4700	b
A 112 Abarth	Mr CW 7 LP/Bo W 215 T 30[5]	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/1200	–	28°±2°/6800	b
A 112 Abarth 70 PS	Mr CW 7 LP/Bo W 200 T 30[7]	0,5–0,6	3,1–3,4	6750–9300	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	2°/1000	–	28°±2°/6800	b
Ferrari																
Dino 208 GT 4	Ch N 7 Y	0,4–0,5	1,35	6800	–	0,40	50	–	0,25	–	–	–	–	–	–	h hr
Dino 308 GT 4; Ferrari 308 GTB	Ch N 6 Y	0,5–0,6	1,35+1,5	6800	–	0,10	–	–	0,25	–	–	–	–	–	–	h hr
365 GT 4 2+2	Ch N 6 Y	0,5–0,6	1,35+1,5	6800	–	0,35	50	–	0,25	–	–	–	–	–	–	f vr
265 GT 4 BB	Ch N 63 Y	0,5–0,6	0,8–1	6000	–	[6]	[6]	–	–	–	–	–	–	–	–	g vr
Fiat																
500 ■	Mr CW 8 NP/Ch L 81 Y[9]	0,6–0,7	3,1–3,4	6750–8250	–	0,5±0,03	78±3	475±50	0,25	–	–	–	–	–	18°/3000	d[3]
126	Mr CW 8 NP/Ch L 81 Y[9]	0,6–0,7	3,1–3,4	6750–8250	–	0,47–0,53	78±3	475±50	0,25	–	–	–	0°/1400	–	18°/3000	d[3]
127; 127 Special	Mr CW 7 LP/Ch N 9 Y[8]	0,6–0,7	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/900	11°/1500	28±2°/4700	b[4]
128; 128 Special 1100	Mr CW 7 LP/Bo W 200 T 30[7]	0,6–0,7	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	0°/900	10½°/1500	28±2°/4700	b[4]
128; 128 Special 1300	Mr CW 7 LP/Bo W 200 T 30[7]	0,6–0,7	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	28±2°/4000	b[4]
128 3 P 1100	Mr CW 7 LP/Ch N 9 Y[9]	0,6–0,7	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	28±2°/6000	b[4]
128 Rally	Mr CW 7 LP/Ch N 9 Y[8]	0,6–0,7	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	–	b
128 3 P 1300	Mr CW 7 LP/Ch N 9 Y[9]	0,6–0,7	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	28±2°/6000	b
X 1/9	Mr CW 7 LP/Ch N 9 Y[8]	0,6–0,7	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	28±2°/6000	b
131 Mirafiori 1,3 l	Mr CW 7 LP/Ch N 9 Y[8]	0,6–0,7	3,1–3,4	5670–6930	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/1000	8±2°/2000	20±2°/3600	b
131 Mirafiori 1,6 l	Mr CW 7 LP/Ch N 9 Y[8]	0,6–0,7	3,1–3,4	5670–6930	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/1000	8±2°/2000	20±2°/3600	b
131 Mirafiori 1,8 l USA	Ch N 63 Y[10]	0,6–0,7	2,6–2,8	6750–8250	–	0,40	55±3	–	0,20–0,25	–	–	–	0°/1000	–	28±2°/6000	–
Abarth 131 Rally	Mr CW 8 LP/Ch N 6 Y	0,6–0,7	2,6–2,95	7000–8500	–	0,37–0,43	55±3	550±50	–	–	–	–	0°/1000	15±2°/3000	24±2°/5500	b v
132 GL	Mr CW 8 LP/Ch N 7 Y[8]	0,6–0,7	2,59–2,81	6750–8250	–	0,37–0,43	55±3	–	0,20–0,25	–	–	–	0°/1000	10°/1600	28±2°/5400	b v
132 GLS	Mr CW 8 LP/Ch N 7 Y[8]	0,6–0,7	2,59–2,81	6750–8250	–	0,37–0,43	55±3	–	0,20–0,25	–	–	–	0°/1000	10°/1600	28±2°/5400	b v
130, 3200 Berlina	Mr CW 7 LP/Ch N 9 Y[9]	0,6–0,7	1,60–2,81	6750–8250	–	0,37–0,43	45±3	550±50	0,20–0,25	–	–	–	0°/600	20°/3000	30±2°/4750	e vr
130 Coupé	Mr CW 7 LP/Ch N 9 Y[9]	0,6–0,7	1,60–2,81	6750–8250	–	0,37–0,43	45±3	550±50	0,20–0,25	–	–	–	0°/600	20°/3000	30±2°/4750	e vr
Campagnola	Mr CW 7 LP/Ch N 9 Y	0,6–0,7	2,60–2,81	6750–8250	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/1000	15°/3000	20°/3600	b v

1 Verdelergraden en toerentallen
2 Of Champion L 5
3 Bij een stroomverdeler
4 Bij nokkenas aandrijving
5 Of Champion N 7 Y
6 Electronische ontsteking
7 Of Champion N 9 Y
8 Of Bosch W 200 T 30
9 Of Bosch W 175 T 35

■ Produktie begin 1976 opgegeven

10 Of Bosch W 215 T 30
11 Verdeler Bosch: Verdeler Ducellier = 54–60° en 400–500 g onderbreker veerspanning
12 Verdeler Bosch: Verdeler Marelli = 0,42–0,48 mm/60±3°/550±50 g

a 1–3–2–4
b 1–3–4–2
c 1–8–3–6–4–5–2–7
d 1–2
e 1–4–2–5–3–6
f 1–7–5–11–3–9–6–12–2–8–4–10
g 1–9–5–12–3–8–6–10–2–7–4–11
h 1–5–3–7–4–8–2–6

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Merk en model	carburator: merk en type D'O = Dell'Orto So = Solex We = Weber	aantal	venturi	hoofdsproeier	compensatiesproeier (remlucht)	stationair benzinesproeier	stationair luchtsproeier	acceleratie pompsproeier	Acceleratie pomp opbrengst per 10 slagen in cm³	startsproeier of ● vlotternaaldoorlaat diameter	vlotterniveau afdichtingsvlak tot vlotter (mm)	Carburatortest: Inhoud vlotterkamer (juist afgesteld) in cm³	Verbruik per carburator onbelast ±10%: Stationair l/uur	Bij 1500 omw./min. l/uur	Bij 3000 omw./min. l/uur	Bij 5000 omw./min. l/uur	Luchtdoorstromingswaarde (pollux): Gasklep opening bij gesloten chokeklep	Stationair toerental 1 trap/2 trap	brandstofpomp: merk en type AFG = Pierburg Ba = Bosch Pi = Pierburg So = Solex	[illegible]	brandstofinspuiting: merk en type: [illegible]	[illegible]	[illegible]	[illegible]
Alfa-Romeo																									
Alfasud, Giardinetta	So C 32 DISA-21[1]	1	24	127,5	150	65	80	45	6-7	1,50 ●	10,8–11	28	0,80	1,50	3,00	5,40	–	N 418	Fs mech.	0,18–0,30/5000	–	–	–	–	–
Alfasud ti	We 32 DIR-41	1	23/24	125/135	180/170	50/50	170/120	45	8-10	1,75 ●	7,5	30	0,85	1,60	3,00	5,50	Y 200	N 170/K 200	Fs mech.	0,18–0,30/5000	–	–	–	–	–
Giulia Super 1,3	We C 40 DDH	2	28	137	190	62	175	45	10	140	16	51	0,37	0,60	1,65	3,00	–	K 230/K 230	Fs mech.	0,3/0,4/2500	–	–	–	–	–
GT Junior 1,3; Spider Junior 1,3	So 32 PAIA-7	1	23/23	120/135	190/190	45/70	100/60	45	6	120	12	–	0,60	1,20	2,20	4,00	–	K 265/K 265	Fs mech.	0,3/0,4/2500	–	–	–	–	–
GTA 1300 Junior	We 45 DCOE-18	2	28	112	220	50 F 11	120	35	7	65 F 5	29+0,5	56	0,35	0,70	1,40	3,00	–	K 275/K 275	2 x Be el.	0,28–0,32	–	–	–	–	–
Giulia Super 1,6	So C 40 DDH[2]	2	–	–	–	–	–	–	6	–	21[3]	52	0,57	0,95	2,00	4,30	–	K 275/K 275	Fs mech.	0,3–0,4/2500	–	–	–	–	–
GT Junior 1,6; Spider Junior 1,6	D'O DHLA 40[4]	2	30	118	–	50	–	33	4-7	70	14,5–15	57	0,45	0,65	1,50	3,40	–	K 250/K 250	Fs mech.	0,3–0,4/2500	–	–	–	–	–
Alfetta 1,6 l	D'O DHLA 40 F	2	30	132	–	55	220	33	4-7	70/1,50 ●	14,5–15	57	0,45	0,65	1,50	3,40	–	K 250/K 250	Fs mech.	0,3–0,45/5000	–	–	–	–	–
Alfetta 1,8 l; Alfetta GT	We 40 DCOE 72/73[5 6]	2	32	135	–	55	F 17	35	6	65 F 5	7,5	66	0,55	1,00	2,00	3,60	–	K 275/K 275	Fs mech.	0,3–0,45/5000	–	–	–	–	–
Alfetta GTV 2000	So C 40 DDH[5]	2	32	140	150	47	130	35	6	140	14,5–16,5[3]	52	0,60	0,95	2,00	4,50	–	–	Be elektr.	0,28–0,32	–	–	–	–	–
2000 Berlina; GT-Veloce; Spider	So C 40 ADDHE/6[13 14]	2	32	157	–	60	150	45	6-7	140/1,50 ●	4,4–4,6	–	–	–	–	–	–	K 230/K 230	Fs mech.	0,3–0,45/5000	–	–	–	–	–
Montreal ■	[16]	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Spica	0,8–1,0	Spica	Spica	20	70°V	
Autobianchi																									
Giardiniera	We 26 OC	1	20	105	–	45	–	[17]1,25	–	80	7,5	19	0,35	0,70	1,40	3,60	–	N 250	Fi BCD mech.	0,13–0,20/2000	–	–	–	–	–
A 112	We 32 IBA	1	21	112	–	50	190	40	–	–	–	–	–	–	–	–	–	–	BCA-Corona	0,15–0,20/2000	–	–	–	–	–
A 112 E	We 32 IBA 10	1	24	135	0,75	0,45	1,70	0,40	3	1,50 ●	6,0	21	0,55	1,05	2,20	4,00	x 250	–	BCA-Corona	0,15–0,20/2000	–	–	–	–	–
A 112 Abarth	We 32 DNTR	1	22	100	1,65	0,45	1,00	0,40	3	1,50 ●	6,0	42	0,70	1,35	2,40	4,50	x 250	N 160/N 40	BCA-Corona	0,15–0,20/2000	–	–	–	–	–
A 112 Abarth 70 PS	We 32 DNTR 3	1	22	115	70	70	1,00	40	3-4	1,50 ●	6,0	42	0,75	1,40	2,50	5,00	x 250	N 150/K 150	BCA-Corona	0,15–0,20/2000	–	–	–	–	–
Ferrari																									
Dino 208 GT 4	We 34 DCNF	4	29	120	–	45	180	45	–	1,75 ●	48	–	–	–	–	–	–	–	Corona 8249	3±0,5	–	–	–	–	–
Dino 308 GT 4; Ferrari 308 GTB	We 40 DCNF-35/36/37/38	4	32	130	–	45	160	45	–	1,75 ●	48	–	–	–	–	–	–	–	Corona 8249	3±0,5	–	–	–	–	–
365 GT 4 2+2	We 38 DCOE 59/60	3+3	30	125	210	F 8/60	120	35	–	–	5±0,25	–	–	–	–	–	–	–	Be 476087	0,3	–	–	–	–	–
265 GT 4 BB	We 40 IF 3 C-1/2/3/4	4	34	155	–	50	110	40	–	1,75 ●	14	–	–	–	–	–	–	–	Corona 8249	3±0,5	–	–	–	–	–
Fiat																									
500 ■	We 24 IMB 1	1	18	95	–	0,50	150	[17]1,25	–	0,90	7±0,25	19	0,33	0,70	1,40	3,60	–	N 250	mech.	–	–	–	–	–	–
126	We 28 IMB 1	1	23	125	–	0,45	200	[17]1,25	–	0,90	7±0,25	19	0,35	0,70	1,40	3,60	–	N 250	mech.	0,13–0,20/5000	–	–	–	–	–
127; 127 Special	We 32 IBA 20	1	24	135	–	0,45	170	0,40	3	1,50 ●	6,0	20	0,60	0,85	2,00	3,70	X 250	N 290	mech.	0,15–0,20/2000	–	–	–	–	–
128; 128 Special 1100	We 32 ICEV 14[15]	1	24	125	–	0,40	160	0,40	2-2,6	1,50 ●	11	28	0,60	1,20	2,50	4,50	X 245	N 320	mech.	–	–	–	–	–	–
128; 128 Special 1300	We 32 ICEV 13[11]	1	24	125	–	0,50	160	–	5,8-6,6	1,50 ●	10,75	28	0,70	1,35	2,40	4,50	X 245	N 320	mech.	0,15–0,20	–	–	–	–	–
128 3 P 1100	We 32 DMTR 32	1	22/22	110/110	–	50/50	110/110	0,40	7	1,50 ●	7,00	42	0,65	1,20	2,50	4,50	X 280	N 155/N 30	mech.	0,25/–	–	–	–	–	–
128 Rally	We 32 DMTR 20	1	22/22	110/115	1,10	0,50/0,70	110/0,70	0,40	3	1,50 ●	6,00	42	0,70	1,20	2,40	4,50	X 280	N 155/N 30	Corona DMP 75	–	–	–	–	–	–
128 3 P 1300	We 32 DMRT 20	1	22/22	110/115	1,10	0,50/0,70	110/0,70	0,40	3	1,50 ●	6,00	42	0,70	1,35	2,50	4,50	X 280	N 155/N 30	Corona DMP 75	–	–	–	–	–	–
X 1/9	We 32 DMTR 22	1	22/22	110/115	–	0,50/0,70	110/0,70	0,40	–	1,50 ●	6,00	42	0,90	1,30	2,75	5,00	X 265	N 155/K 180	mech.	–	–	–	–	–	–
131 Mirafiori 1,3 l	We 32 ADF 3/200[12]	1	23/23	120/125	–	0,50/0,50	1,60/0,70	0,50	6	1,75 ●	6,00	–	0,65	1,20	2,50	4,70	–	N 170/K 150	mech.	0,20–0,30/4000	–	–	–	–	–
131 Mirafiori 1,6 l	We 32 ADF 3/200	1	23/23	120/125	–	0,50/0,50	1,60/0,70	0,50	6	1,75 ●	6,00	–	0,80	1,40	2,80	5,20	–	N 180/K 180	mech.	0,20–0,30/4000	–	–	–	–	–
131 Mirafiori 1,8 l USA	We 32 DMS	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	mech.	–	–	–	–	–	–
Abarth 131 Rally	We 34 ADF 8/200	1	24/26	120/135	–	50/90	90/70	45	–	1,75 ●	6,00	–	–	–	–	–	–	–	mech.	0,20–0,30/4000	–	–	–	–	–
132 GL	We 34 DMS 1[9]	1	22/24	115/130	1,30	0,50/0,70	0,90/0,70	0,50	7-9	1,75 ●	7,0	28	1,05	1,65	3,70	7,00	X 280	N 250/K 180	mech.	0,20–0,25	–	–	–	–	–
132 GLS	We 34 DMS 2/201[10 18]	1	24/26	125/155	1,30	0,50/0,70	0,90/0,70	50	7-9	1,75 ●	7,0±0,25	28	0,95	1,70	3,90	6,80	X 280	N 250/N 25	mech.	0,20–0,25	–	–	–	–	–
130, 3200 Berlina	We 45 DFC 12	2	33/33	185/185	–	55/55	135/135	60	7,5-12,5	2,00 ●	9±0,25	–	–	–	–	–	–	–	Be elektr.	0,28–0,32	–	–	–	–	–
130 Coupé	We 45 DFC 12/13	1	33	185	–	55	135	60	7,5-12,5	2,00 ●	9±0,25	–	–	–	–	–	–	–	Be elektr.	0,28–0,32	–	–	–	–	–
Campagnola	So C 32 PHHE/1	1	23/23	115/115	–	45/45	140/140	60/60	4	1,80 ●	22±1	37	0,65	2,00	3,50	5,80	–	N 310	mech. (Doppelmembr.)	0,2–0,3	–	–	–	–	–

2 Of Weber 40 DCDE 33
3 Bij 0,2 ato pompdruk
4 Of Solex C 40 DDH6 of Weber 40 DCDE 27
7 Merktekens op de inspuitpomppoulie en het vliegwiel (<)
8 F 5/90//●1,75
16 Inlaat spruitstuk inspuiting «Spica»
17 Vlotternaald doorlaat
18 Bij 2 liter motor = Weber ADF/200
■ Produktie begin 1976 opgegeven

	Karburator type	Venturie	Hoofd-sproeier	Kompen-satie-sproeier	Statio-naire brandstof-sproeier	Statio-naire lucht-sproeier	Accelle-ratie-pomp-sproeier	Inspuit hoeveel-heid in cm³	Startsproeier of vlotternaald	Vlotterstand in mm
1	Dell'Orto FRDA 32 DE	24	120	–	45	120	45	6	1.50 ●	5–6
5	Solex C 40 DDH 8	32	140	–	50	130	35	–	140/1.60 ●	4.4–4.6
6	Dell'Orto DHLA 40 F	32	145	–	55	220	35	–	70/1.50 ●	14–15
9	Solex C 34 EIES/8	22/25	112,5/130	105	50/60	90/110	55	–	–/1.80 ●	20.5
10	Solex C 34 EIES/9	24/27	130/135	105	52.5/60	90/110	55	15–17	–/1.80 ●	20.5±0.5
11	Solex C 32 DISA 25	24	137	–	47	60	–	4–5	–/1.80 ●	10.75
12	Solex C 32 TDI	23	135	190	47	130	50	–	–/1.60 ●	–
13	Dell'Orto DHLA 40 E	32	135	–	52	140	40	5.5–6.5	70/1.50 ●	16.5–17
14	Weber 40 DCDE 76/77	32	135	–	55	F 17	35	3.5–4.5	65 F5/1.50 ●	7.5
15	Solex C 32 DISA/41	21	117,5	–	45	–	50	4–5	–	–

Merk en model	electrische uitrusting															
	batterij		startmotor							dynamo					regelaar	
			onbelaste meting				belaste meting			A = wisselstroomdyn. L = gelijkstroomdyn.						
	spanning (V)	capaciteit (amp. uur) (Ah)	merk en type Bo = Bosch Fi = Fiat Mr = Marelli	stroom (A)	spanning (V)	toerental omw./min.	stroom (A)	spanning (V)	koppel (mkg) of vermogen (PK)	merk en type Bo = Bosch Fi = Fiat Mr = Marelli Pa = Paris-Rhone	vermogen (A/V)	toerental omw./min. G = dynamo M = motor	Stator weerstand (Ω)	Rotor weerstand (Ω)	spanning onbelast (V)	afgeregelde spanning (V/A)
Alfa-Romeo																
Alfasud, Giardinetta	12	42	Bo EFR/Du 6222 A	30–50	11,5	1500	270–360[2]	7,5[2]	0,7 PS 0,5 mkp	Bo/Du[9]	A 33/14	7000/8000	Bo = 0,20	Bo = 4,0±10%	–	13,8–14,6
Alfasud ti	12	42	Bo EFR/Du 6222 A	30–50	11,5	1500	270–360[2]	7,5[2]	0,7 PS 0,5 mkp	Bo/Du[9]	A 33/14	7000/8000	Bo = 0,20	Bo = 4,0±10%	–	13,8–14,6
Giulia Super 1,3	12	50	–	160[1]	9,3[1]	–	300[3]	7,2[3]	0,7 PS	Bo/Mr	A 35/14	2000 M	Bo = 0,25	Bo = 3,44	–	13,8–14,8
GT Junior 1,3; Spider Junior 1,3	12	50	–	160[1]	9,3[1]	–	300[3]	7,2[3]	0,7 PS	Bo/Mr	A 35/14	2000 M	Bo = 0,25	Bo = 3,44	–	13,8–14,8
GTA 1300 Junior	12	24	–	160[1]	9,3[1]	–	300[3]	7,2[3]	0,7 PS	Bo/Mr	A 35/14	1400 M	Bo = 0,25	Bo = 3,44	–	13,8–14,8
Giulia Super 1,6	12	50	–	160[1]	9,3[1]	–	300[3]	7,2[3]	0,7 PS	Bo/Mr	A 35/14	1400 M	Bo = 0,25	Bo = 3,44	–	13,8–14,8
GT Junior 1,6; Spider Junior 1,6	12	50	–	160[1]	9,3[1]	–	300[3]	7,2[3]	0,7 PS	Bo/Mr	A 35/14	1400 M	Bo = 0,14	Bo = 4,0	–	13,8–14,8
Alfetta 1,6 l	12	50	Bo EF/Pa D8E 126	160	9,3[1]	–	200–225	9–9,7	0,7 PS 0,6 mkp	Bo/Pa/SEV	A 55/14	6000–8000 G	Bo = 0,14	Bo = 4,0	–	13,8–14,8
Alfetta 1,8 l; Alfetta GT	12	50	Bo EF/Pa D8E 126	160	9,3	–	200–225	9–9,7	0,7 PS 0,6 mkp	Bo/Pa/SEV	A 55/14	6000–8000 G	Bo = 0,14	Bo = 4,0	–	13,8–14,8
Alfetta GTV 2000	12	50	Bo EF/Pa D8E 126	160	9,3	–	200–225	9–9,7	0,7 PS 0,6 mkp	Bo/Pa/SEV	A 55/14	6000–8000 G	Bo = 0,14	Bo = 4,0	–	13,8–14,8
2000 Berlina; GT-Veloce; Spider	12	50	Bo EF/Pa D8E 126	160	9,3	–	200–225	9–9,7	0,7 PS 0,6 mkp	Bo/Pa/SEV	A 55/14	6000–8000 G	Bo = 0,14	Bo = 4,0	–	13,8–14,8
Montreal ■	12	64	–	–	–	–	–	–	1,0 PS	Bo K1	A 55/14	6000 G	0,14	4,0±10%	–	13,8–14,8
Autobianchi																
Giardiniera	12	32	Fi –	30	12	8500±1000	258	7,7±0,3	0,73±0,05	Fi	L 16/12	2500–2700 G	12,6±0,2[5]	10,0[10]	–	14,5±0,3/6,5±0,5
A 112	12	34	Fi-Mr E 84–0,8/12	25	11,9	7500±1000	315	7±0,3	0,88±0,03	Mr/Bo	A 33/14	7000 G	–	–	–	13,2±14,4/2–12[7]
A 112 E	12	34	Fi-Mr E 84–0,8/12	25	11,9	7500±1000	315	7±0,3	0,88±0,03	Mr	A 40/12	7000 G	0,73±0,01	4–4,4	–	14,2±0,4/0,8–1,0[7]
A 112 Abarth	12	34	Fi-Mr E 84–0,8/12	25	11,9	7500±1000	315	7±0,3	0,88±0,03	Mr	A 40/12	7000 G	0,73±0,01	4–4,4	–	14,2±0,4/0,8–1,0[7]
A 112 Abarth 70 PS	12	34	Fi	25	11,9	7500±1000	315	7±0,3	0,88±0,03	Mr A 108	A 33/12	7000 G	–	–	–	13,2–14,2/2–27
Ferrari																
Dino 208 GT 4	12	66	–	20–30	11,8	5000±200	620±20	7,8	2,4	Bo	A 55/14	6000 G	0,14	4,0±10%	[4]	13,8–14,8
Dino 308 GT 4; Ferrari 308 GTB	12	66	–	20–30	11,8	5000±200	620±20	7,8	2,4	Bo	A 55/14	6000 G	0,14	4,0±10%	[4]	13,8–14,8
365 GT 4 2+2	12	74	–	50	11	8000	540	5,5	2,2	Mr	A 80/13,5	6000 G	–	–	14,2–14,4	13,5/8,0
265 GT 4 BB	12	77	–	20–30	11,8	5000±200	620±20	7,8	2,4	Mr	A 55/15	6000 G	–	2,6±10%	[4]	14,2±0,4
Fiat																
500 ■	12	32	–	26	12	10000	260	7,7	0,69	Fi	L 16/12	2550–2700 G	12,4–12,8[5]	16[10]	–	13,9–14,5
126	12	34	–	26	12	10000	260	7,7	0,69	Fi	L 16/12	2550–2700 G	12,4–12,8[5]	16[10]	–	13,9–14,5
127; 127 Special	12	34	–	25	11,9	7500±1000	315	7±0,3	0,88±0,03	Fi	A 31/14	7000 G	–	–	–	13,9–14,5/8[6]
128; 128 Special 1100	12	34	Fi E 84	30	11,9	7000±1000	315	7±0,5	0,88±0,03	Bo G1 14 V 33 A	A 33/14	5000 G	0,30±10%	4,0±10%	–	13,8–14,6/0,8–1
128; 128 Special 1300	12	34	Fi E 84	30	11,9	7000±1000	315	7±0,5	0,88±0,03	Bo G1 14 V 33 A	A 33/14	5000 G	0,30±10%	4,0±10%	–	13,8–14,6/0,8–1
128 3 P 1100	12	45	Fi E 84	30	11,9	7000±1000	315	7±0,3	0,88±0,03	Bo G1 14 V 33 A	A 33/14	5000 G	0,30±10%	4,0±10%	–	13,8–14,6/0,8–1
128 Rally	12	45	Fi E 84	30	11,9	7000±1000	315	7±0,3	0,88±0,03	Bo	A 29/14	5000 G	0,30±10%	4,0±10%	–	14,0–14,6/0,8–1
128 3 P 1300	12	45	Fi E 84	30	11,9	7000±1000	315	7±0,3	0,88±0,03	Bo G1 14 V 33 A	A 33/14	5000 G	0,30±10%	4,0±10%	–	14,0–14,6/0,8–1
X 1/9	12	45	Fi E 84	30	11,9	7000±1000	315	7±0,3	0,88±0,03	Bo G1 14 V 33 A	A 43/14	5000 G	0,30±10%	4,0±10%	–	13,2–14,3[6]
131 Mirafiori 1,3 l	12	45	Fi E 84	35	11,7	7000±500	370	8,3±0,3	1,1±0,05 mkp	Mr A 124	A 43/14	5000 G	–	4,3±0,2	–	14,2±0,3/10–14 A
131 Mirafiori 1,6 l	12	45	Fi E 100	35	11,7	5000±500	460	7,3±0,3	1,5±0,1 mkp	Mr A 124	A 42/14	7000 G	–	4,3±0,2	–	14,2±0,3/10–14 A
131 Mirafiori 1,8 l USA	12	45	Fi E 100	28	11,7	5200±500	530	7,3±0,3	1,74±0,1 mkp	Mr A 124	A 42/14	7000 G	–	4,3±0,2	–	14,2±0,3/2–12 A
Abarth 131 Rally	12	45	Mr E 100–1,3/Bo	35	11,7	5000±500	460	7,3±0,3	1,5±0,1 mkp	Mr A 124[11]	A 44/14	7000 G	–	4,3±0,2	–	14,2±0,3/10–14 A
132 GL	12	45	Mr E 100	28	12	5200±500	530	7±0,3	1,74±0,1 mkp	Mr A 124	A 44/14	7000 G	–	4,3±0,2	–	14,2±0,3/10–14 A
132 GLS	12	45	Mr E 100	28	12	5200±500	530	7±0,3	1,74±0,1 mkp	Mr A 124	A 44/14	7000 G	–	4,3±0,2	–	14,2±0,3/10–14 A
130, 3200 Berlina	12	66	Mr E 100–1,50/12	20	12	5800	560	6,3±0,3	2,4±0,05 mkp	Fi A 12 M 124	A 50/14	7000 G	–	–	–	14,2±0,3/10–14 A
130 Coupé	12	66	Mr E 100–1,50/12	20	12	5800	560	6,3±0,3	2,4±0,05 mkp	Fi A 12 M 124	A 50/14	7000 G	–	–	–	14,2±0,3/10–14 A
Campagnola	12	45	Mr E 100	28	12	5200±500	530	7±0,3	1,74±0,1 mkp	Mr A 124	A 44/14	7000 G	–	4,3±0,2	–	14,2±0,3/10–14 A

1 Bosch startmotor, Marelli startmotor = 10 V/100 A
2 Bij geblokkeerd ronsel
3 Bosch startmotor, Marelli startmotor = 5 V/300 A
4 Transistorregelaar
5 Inslag spanning van de regelaar
6 Eerste regeltrap; Tweede regeltrap = 14,2±0,4 V/0,8–1,0 A
7 Tweede regeltrap; Eerste regeltrap = 13,75±0,65 V/2,0–2,2 A
8 Eerste regeltrap; Tweede regeltrap = 14,2±0,3 V/2–12 A
9 Bosch type G 1 R 14 V 33 A 27 Ducellier type 7564 A
10 Retourstroom
11 Of Bosch 12 V/44 A

■ Produktie begin 1976 opgegeven

Autotechnik
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Merk en model	vulhoeveelheid in liters						koeling			wielstanden B = belaste wagen L = onbelaste wagen						banden			rammen		
	motorolie m = met filter o = zonder filter (l)	versnellingsbak (l)	automatische bak (l)	voorasolie (l)	achterasolie (l)	brandstoftank N = normale benzine S = superbenzine (l)	koelsysteeminhoud m = met kachel o = zonder kachel (l)	overdruk in het koelsysteem (kp/cm²)	thermostaat opent bij (°C)	naspoor (caster) (°)	wielvlucht (camber) (°)	toespoor (toein) (mm)	dwarshelling fusepen (KPI) (°)	sporing in de bocht meethoek 20° binnenwiel	sporing in de bocht meethoek 20° buitenwiel	bandenmaat	bandenspanning kp/cm² voor	bandenspanning kp/cm² achter	toegestane max. remtrommeldiameter of minimale remschijfdikte (mm) voor	toegestane max. remtrommeldiameter of minimale remschijfdikte (mm) achter	remvoering (l)
Alfa-Romeo																					
Alfasud, Giardinetta	4 m[2]	3,4[1]	–	–	–	50 S	7,3 m	0,7	81–85	B 0° 30′±30′	L 2°12′±30′	B–2±1	–	33°30′	–	165/70 SR 13	1,8	1,4	9,3	8,2	0,4
Alfasud ti	4 m[2]	3,4[1]	–	–	–	50 S	7,3 m	0,7	81–85	B 0° 30′±30′	L 2°12′±30′	B–2±1	–	33°30′	–	165/70 SR 13	1,8	1,4	9,3	8,2	0,4
Giulia Super 1,3	6,7 m	1,8	–	[3]0,36	1,4	46 S	7,5 m	–	82–87	B 1° 30′±30′[4]	B 0°20′±30′[5]	B 3,0	8°35′	36°	28°30′	165 SR 14	1,5–1,8	1,6–2,0	[6]8,5	[6]8,5	0,75
GT Junior 1,3; Spider Junior 1,3	6,7 m	1,8	–	[3]0,36	1,4	46 S	7,5 m	–	82–87	B 1° 30′±30′[4]	B 0°20′±30′[5]	B 3,0	8°35′	36°	28°30′	155 SR 15[7]	1,5–1,8	1,6–2,0	[6]8,5	[6]8,5	0,75
GTA 1300 Junior	8,0 m	1,8	–	[3]0,36	1,4	46/80 S	7,0 m	–	82–87	B 1° 30′±30′[4]	B 0°20′±30′[5]	B 3,0	8°35′	36°	28°30′	165 HR 14	1,7–1,8	1,7–1,9	[6]10,0	[6]8,5	0,75
Giulia Super 1,6	6,7 m	1,8	–	[3]0,36	1,4	46 S	7,5 m	–	82–87	B 1° 30′±30′[4]	B 0°20′±30′[5]	B 3,0	–	–	–	155 SR 15[7]	1,6–1,8	1,7–2,2	[6]10,0	[6]8,5	0,75
GT Junior 1,6; Spider Junior 1,6	6,7 m	1,8	–	[3]0,36	1,4	46 S	7,5 m	–	82–87	B 1° 30′±30′[4]	B 0°20′±30′[5]	B 3,0	–	–	–	155 SR 15[7]	1,6–1,9	1,7–2,2	[6]10,0	[6]8,5	0,75
Alfetta 1,6 l	6,7 m	3,5[1]	–	–	–	49 S	8,0 m	0,7	81–85	B 4° 30′±30′	B 0°20′±30′	0°14′ (=–2)	–	30°	–	165 SR 14	1,6–1,8	1,7	10,0	9,0	2 x 0.3
Alfetta 1,8 l; Alfetta GT	6,7 m	3,5[1]	–	–	–	49 S	8,0 m	0,7	81–85	B 4° 30′±30′	B 0°20′±30′	0°14′ (=–2)	–	30°	–	165 SR 14[16]	1,6–1,8	1,8	10,0	9,0	2 x 0.3
Alfetta GTV 2000	8,5 m	2,0	–	–	1,5	53/51 S	9,7 m	–	81–85	B 1° 30′±30′[4]	B 0°20′±30′[5]	B 3±1	8°35′	30°	–	165 HR 14	1,6	1,7–1,8	10,0	9,0	2 x 0.3
2000 Berlina; GT-Veloce; Spider	7,2 m	1,8	–	–	1,5	53 S	9,7 m	–	81–85	B 1° 30′±30′	B 0°20′±30′	B 3,0	8°35′	30°	–	165 HR 14	1,6	1,8	10,0	9,0	2 x 0.3
Montreal ■	12 m	1,6	–	–	2,25	63 S	13 m	–	90–95	B 1° 30′±30′[4]	B 0°20°±30′[5]	–	–	–	–	195/70 VR 14	1,7–1,8	2,0	–	–	–
Autobianchi																					
Giardiniera	2,5 o	1,1[1]	–	–	–	22 N	Luft	–	–	B 9°±1°	B 1°±20′	B 0–2	6°	30°30′	25°	125 x 12 C	1,2	1,9	[20]	[20]	0,22
A 112	4,5 m	2,4[1]	–	–	–	30 S	5,0 m	–	87±2	B 3°±15′	B 1°±30′[27]	B 0±2[27]	–	34°20′	31°40′	135 SR 13	1,7	1,9	9,0	185.53	0,33
A 112 E	4,5 m	2,4[1]	–	–	–	30 S	5,1 m	–	87±2	B 3°±15′	B 1°±20′[27]	B 0±1[27]	–	34°20′	31°40′	135 SR 13	1,7	1,9	9,0	185.53	0,33
A 112 Abarth	4,3 m[8]	2,4[1]	–	–	–	30 S	5,1 m	–	87±2	B 3°±15′	B 1°±20′[27]	B 0±1[27]	–	34°20′	31°40′	135 SR 13	1,7	1,9	9,0	185.53	0,33
A 112 Abarth 70 PS	4,5 m[8]	2,4[1]	–	–	–	30 S	5,0 m	–	87±2	B 3°±15′	B 1°±30′	B 0±2	–	34°20′	31°40′	135 SR 13	1,7	1,9	9,0	185.53	0,33
Ferrari																					
Dino 208 GT 4	9,0 m	4,5[1]	–	–	–	80 S	18 m	0,9	75	4°	+10′...+30′[10]	–1...–3[10]	9°30′	–	–	195/70 VR 14 XDX	1,6	2,0	20,0	18,0	0,70
Dino 308 GT 4; Ferrari 308 GTB	9,0 m	4,5[1]	–	–	–	80 S	18 m	0,9	75	4°	+10′...+30′[11]	–1...–3[11]	9°30′	30°	28°	205/70 VR 14 X	–	–	20,0	18,0	–
365 GT 4 2+2	16 m	4,5	–	–	2,5	118 S	14 m	0,9	84	3°	+1°	2,0	9°	30°	28°	215/70 VR 15	2,8–3,3	3,2–3,5	32,0	24,0	–
265 GT 4 BB	12 m	5,750[1]	–	–	–	120 S	22 m	0,9	–	4°	+30′...50°[11]	–1...–3[11]	9°	30°	28°	215/70 VR 15	2,6–2,8	3,0–3,3	20,0	30,0	1,0
Fiat																					
500 ■	2,5 m	1,1[1]	–	–	–	22 S	Luft	–	–	B 8°–10°	B 0°40′–1°20′	B –1...+3	8°10′	33°	25°40′	125–12	1,3	1,9	170,1–170,4	170,1–170,4	0,22
126	2,5 m	1,1[1]	–	–	–	21 S	Luft	–	–	B 9°±1°	B 0°30′–1°30′[9]	B –1...+3[9]	8°10′	33°	25°40′	135–12	1,4	2,0	170,1–170,4	170,1–170,4	0,35
127; 127 Special	4,5 m	2,4[1]	–	–	–	30 S	5 m	0,5	85–89	L 1°45′–2° 15′	L 1°25–2°5′[15]	L –3,5...–5,5[15]	4°20′	34°50′	32°10′	135 SR 13	1,7	1,9	9,00	186	0,33
128; 128 Special 1100	4,25 m	3,15[1]	–	–	–	38 S	6,5 m	–	–	L 1°25′–1° 55′	L 1°20′–2°[22]	L –4...–6[22]	–	35°	31°45′	145 SR 13	1,8	1,7	9,35	[20]	0,315
128; 128 Special 1300	4,25 m	3,15[1]	–	–	–	38 S	6,5 m	–	–	L 1°25′–1° 55′	L 1°20′–2°[22]	L –4...–6[22]	–	35°	31°45′	145 SR 13	1,8	1,7	9,35	[20]	0,315
128 3 P 1100	4,25 m	3,15[1]	–	–	–	50 S	6,5 m	–	–	L 1°25′–1° 55′	L 1°20′–2°[22]	L –4...–6[22]	–	35°	31°45′	145 SR 13	1,8	1,7	9,00	[20]	0,315
128 Rally	4,25 m	3,15[1]	–	–	–	38 S	6,5 m	–	–	L 1°25′–1° 55′	L 1°20′–2°[24]	L –4...–6[24]	–	35°	31°45′	145 HR 13 XAS	1,8	1,7	9,00	185,24	0,315
128 3 P 1300	4,25 m	3,15[1]	–	–	–	50 S	6,5 m	–	–	L 1°25′–1° 55′	L 1°20′–2°[24]	L –4...–6[24]	–	35°15′	31°	145 SR 13	1,8	1,7	9,00	185,24	0,315
X 1/9	4,5 m	3,15[1]	–	–	–	49 S	11,0 m	–	–	B 7°±30′	B 1°±30′[25]	B 1–5[25]	–	32°40′	28°	145–13	1,8	2,0	227	227	0,32
131 Mirafiori 1,3 l	4,0 m	1,35[12]	2,8	–	1,0	50 S	7,4 m	0,8	92	B 4–5°	B 0–1°	B 1–5	6°	35°±1½°	31°	155 SR 13	1,8	2,0	9,35	230,0	0,33
131 Mirafiori 1,6 l	4,0 m	1,35[12]	2,8	–	1,0	50 S	7,4 m	0,8	92	B 4–5°	B 0–1°	B 1–5	6°	35°±1½°	31°	155 SR 13	1,8	2,0	9,35	230,0	0,33
131 Mirafiori 1,8 l USA	4,0 m	1,35[12]	2,8	–	1,0	50 N	7,4 m	0,8	92	B 4–5°	B 0–1°	B 1–5	6°	35°±1½°	31°	155 SR 13	1,8	2,0	9,35	230,0	0,33
Abarth 131 Rally	4,0 m	1,8	–	–	1,2	50 S	7,4 m	0,8	80±2	B 4°30′±15′	B–1°±15′[13]	B 2–5[13]	–	35°±1½°	31°	195/50 VR 15	1,7	1,9	–	–	2 x 0,45
132 GL	4,35 m	1,28[21]	2,8	[3]0,25	1,65	56 S	8,0 m	0,8	82–87	B 4°±15′	B 0°30′±30′	B 1–5	6°±20′	[19]	26°30′	185/70–13	1,8	1,9	11,7	10	0,40
132 GLS	4,35 m	1,65	2,8	[3]0,25	1,45	56 S	8,0 m	0,8	82–87	B 4°±15′	B 0°30′±30′	B 1–5	6°±20′	[19]	26°30′	185/70–13	1,8	1,9	11,7	10	0,40
130, 3200 Berlina	6 m	1,75	4–5	–	3,00	80 S	15,5 m	0,8	85–89	B 2°30′–3°30′	B 0°30′±30′[17]	B 4–6[17]	–	38°–2°	31°	ER 70 VR 14[14]	2,0	2,2	17,40	17.40	2 x 0.45
130 Coupé	6 m	1,60	4–5	–	3,00	80 S	15,5 m	0,8	85–89	B 2°40′–3°40′	B 0°20′–1°20′[18]	B 2,5–4,5[18]	–	38°–2°	31°	ER 70 VR 14[14]	2,0	2,2	17,40	17.40	2 x 0.45
Campagnola	4,5 m	1,50	2.30[23]	1,85	1,85	57 S	8,9 m	0,8	–	B 3°	B 2°[26]	B 2–4[26]	–	33° 38′	26°27′	6,00–16	2,0	2,4	281,0	281.0	0.22/0.20

1 Inclusief bak en differentieel
2 Verversingshoeveelheid = 4,6 l
3 Stuurhuis
4 Toelaatbare tolerantie tussen linker en rechterkant = max. 20′
5 Toelaatbare tolerantie tussen linker en rechterkant = max. 40′
6 Toelaatbare afdraaimaat per schijfkant = 0,5 mm
7 Of 165 SR 14
8 Inclusief oliekoeler
9 Wielvlucht (camber) achterwielen = –0° 22′...1° 20′. Toespoor = 5–9 mm
10 Wielvlucht (camber) achterwielen = –1° 20′...1° 40′. Toespoor = –2...–4 mm
11 Wielvlucht (camber) achterwielen = –1° 20′...–1° 40′. Toespoor = –2...–4 mm
12 4 Bak; 5 Bak = 1,8 liter
13 Wielvlucht (camber) achterwielen = –1°30′±10′; Toespoor = 3–4 mm
14 Of 205/70 VR 14
15 Wielvlucht (camber) achterwielen = L–0°15′...–0′45′. Toespoor = 3±2 mm
16 Alfetta DT = 185/70 HR 14
17 Wielvlucht (camber) achterwielen = –1°±30′. Toespoor = 3–4 mm
18 Wielvlucht (camber) achterwielen = –0°10′...–1°10′; Toespoor = 3–4 mm
19 34° 30′ ±1½°
20 184,44–184,73
21 4 Bak; 5 Bak 1,53 l
22 Wielvlucht (camber) achterwielen = L –0° 30′...+0° 10′. Toespoor = 2–6 mm
23 Verdeelbak
24 Wielvlucht (camber) achterwielen = L –0° 30′...+ 0° 10′. Toespoor = 3–7 mm
25 Wielvlucht (camber) achterwielen = –2°±30′. Toespoor = 8–12 mm
26 Wielvlucht (camber) achterwielen = –3°. Toespoor = 6–8 mm
27 Wielvlucht (camber) achterwielen = –2°±30′; Toespoor = 2–6 mm

Merk en model	motorgegevens								kleppen										afstelling					
	Motortype B = Boxermotor Q = dwarsgepl. motor R = Lijnmotor V = V-motor	Cilinderaantal	Boring (mm)	Slag (mm)	Cilinderinhoud (l)	Max. vermogen (PK bij omw./min.) D = DIN, S = SAE	Kompressieverhouding :1	Kompressiedruk (kg/cm² bij omw./min.) A = start toerental	klepzetelhoek (°) inlaat	klepzetelhoek (°) uitlaat	klepsteeldiameter (mm.) inlaat	klepsteeldiameter (mm.) uitlaat	Klepspeling (mm.) K = koud, W = warm inlaat	Klepspeling (mm.) K = koud, W = warm uitlaat	Inlaatklepspeling tijdens het controleren van klepopening	Inlaatklep opent (°) v = voor, n = na B.D.P.	Plaats van het afstelmerkteken... uitvoering van het afstelmerkteken	Statisch ontstekingstijdstip (°) v = voor, n = na B.D.P.	Ontstekingstijdstip met een afstellamp (° bij omw./min.) v = voor n = na B.D.P.	Plaats van het afstelmerkteken... uitvoering van het afstelmerkteken	Stationair toerental v/d motor	CO gehalte bij stationair toerental (Vol.-%)	Max. spruitstuk vacuum bij stationair toerental (mmHg)
Giannini																								
126 GP, 500 R TV	R Fiat 126	2	73,5	70	0,594	D 29/5000	8,7	9–10,5/A	45½[1]	45½[1]	7,974–7,992	7,974–7,992	K 0,20	K 0,25	0,625	26° v	ST I	10° v	18° v/3000	KP<	800–900	≤ 4,5	–
126 GP-A 700; 500 GT-R	R Fiat 126	2	79,5	70	694	D 35/5400	8,5	9–10/A	45½[1]	45½[1]	7,974–7,992	7,974–7,992	K 0,20	K 0,25	0,625	26° v	ST I	10° v	18° v/3000	KP<	800–900	≤ 4,5	–
126 GP-A 800	R Fiat 126	2	85	70	794	D 37/5000[2]	8,5	9–10/A	45½[1]	45½[1]	7,974–7,992	7,974–7,992	K 0,20	K 0,25	0,625	26° v	ST I	10° v	18° v/3000	KP<	800–900	≤ 4,5	–
127 NP, 127 NP-S	Q Fiat 127	4	65	68	0,903	D 58/6400[3]	9,6[3]	10–12/A	45°30'	45°30'	6,985–7,000	6,988–7,000	K 0,15	K 0,20	0,375	25° v	ST I	10° v	10°/800–900	KP I	850–900	–	–
128 NP, 128 NP-S	Q Fiat 128	4	80	55,5	1,116	D 66,2/6500[4]	9,8	10–12/A	45°30'	45°30'	7,975–7,990	7,980–7,995	K 0,30	K 0,40	0,50	12° v	ST I	10° v	–	KP I	–	–	–
128 NP Rally	Q Fiat	4	86	55,5	1,290	D 82/6600	9,8	10,5–12,5/A	45½	45½	7,974–7,992	7,974–7,992	K 0,30	K 0,40	0,50	24° v	ST I	10° v	28±2° v/4000	KP I	700–800	≤ 4,5	–
128 Rally 1600	Q Fiat	4	86	68	1,598	D 93/6600	9,1	10–12/A	45½	45½	7,974–7,992	7,974–7,992	K 0,30	K 0,40	0,50	24° v	ST I	10° v	28±2° v/4000	KP I	700–800	≤ 4,5	–
132-2000	R Fiat	4	84,5	88,3	1,981	D 115/7000	9,1	10,5–12/A	45½	45½	7,974–7,992	7,974–7,992	K 0,45	K 0,60	0,80	12° v	N+Z –<	10° v	28±2°/4000	KP I	700±50	≤ 4,5	–
Innocenti (Leyland)																								
Mini 1000/1001, Mini t; Mini 90	Q 99 H	4	64,59	76,2	0,998	D 49/5600	9,0	12–13/400–500	45	45	7,095–7,107	7,081–7,095	K 0,35	K 0,35	0,53	5° v	ST ○	5° v	10° v/600	SR ●	800±100	3,4	–
Mini Matic	Q	4	64,59	76,2	0,998	D 40,8/4800	8,9	11,5-12,5/400-500	45	45	7,095–7,107	7,081–7,095	K 0,30	K 0,30	0,48	5° v	ST ○	4° v	10° v/1100	SR ●	800±100	2	–
Mini Cooper 1300; Mini 120	Q H 12	4	70,64	81,33	1,275	D 65/5600	9,75	12–14/400–500	45	45	7,095–7,107	7,081–7,095	K 0,35	K 0,35	0,53	5° v	ST ○	2° v	10° v/800	SR ●	800±100	2,6	–
Regent 1300; 1300 L	Q 12H735X	4	70,64	81,28	1,275	D 66/5800	9,75	12–14/A	45	45	7,095–7,107	7,081–7,095	K 0,35	K 0,35	0,53	5° v	ST ○	2° v	10–12° v/1000	SR I	650	2	–
Regent 1500	Q 14 H	4	76,20	81,28	1,485	D 79/5600	9,0	12–13/A	45	45	7,91–7,93	7,91–7,93	K 0,40–0,45	K 0,50–0,55	0,53	9° v	ST I	1,5° v	18° v/1000	SR I	700	2	–
Lamborghini																								
Urraco P 200	V-8 L 200	8	77,4	53	1,994	D 182/7500	9,8	–	45	45	8,0	8,0	K 0,45	K 0,45	0,45	26° v	ST<	23° v	–	SR <	1000	3±1	–
Urraco P 250	V-8 L 240	8	86,0	53	2,463	D 220/7500	10,4	–	45	45	8,0	8,0	K 0,45	K 0,45	0,45	26° v	ST<	18° v	–	SR <	1000	3±1	–
Urraco P 300	V-8 L 302	8	86,0	64,5	2,996	D 265/7800	10,1	–	45	45	8,0	8,0	K 0,25	K 0,25	0,25	32° v	ST<	13° v	–	SR <	1000	3±1	–
Jarama S 400 GT	V-12 L 405	12	82,0	62	3,929	D 365/7500	10,7	–	45	45	8,0	8,0	K 0,25	K 0,25	0,25	32° v	ST<	20° v	20° v/2200	SR	1000	3±1	–
Espada 400 GT	V-12 L 405	12	82,0	62	3,929	D 350/7500	10,5	–	45	45	8,0	8,0	K 0,25	K 0,25	0,25	32° v	ST<	20° v	20° v/2200	SR	1000	3±1	–
Countach LP 400	V-12LP 400	12	82,0	62	3,929	D 375/8000	10,5	–	35	35	8,0	8,0	K 0,25	K 0,25	0,25	42° v	SR<	18° v	20° v/2200	KP<	1000	3±1	–
Lancia																								
Fulvia Coupé 3	V818,303	4	77	69,7	1,298	D 90/6000	9,5	11,5–12	30°30'	45°30'	6,972–6,987	6,96–6,975	K 0,15	K 0,25	0,40	28° v	SR ○ ¼	8° v	8° v/1000	SR 8¼	800	≤ 4,5	–
Beta 1,3 l	Q 828B3,000	4	76	71,5	1,297	D 82/6200	8,9	10–11/A	45°30'	45°30'	7,974–7,992	7,974–7,992	K 0,42±0,05	K 0,48±0,05	0,80	17° v	N+Z –<	10° v	10° v/1000	KP I	900	≤ 4,5	–
Beta 1,6 l	Q 828 B.000	4	84,0	71,5	1,585	D 100/5800	9,4	11–12/A	45°30'	45°30'	7,974–7,992	7,974–7,992	K 0,42±0,05	K 0,48±0,05	0,80	13° v	N+Z –<	10° v	10° v/1000	KP I	900	≤ 4,5	–
Beta 2,0 l	Q 828B1,000	4	84,0	90,0	1,995	D 119/5500	8,9	11/A	45°30'	45°30'	7,974–7,992	7,974–7,992	K 0,42±0,05	K 0,48±0,05	0,80	13° v	N+Z –<	10° v	10° v/1000	KP I	900	≤ 4,5	–
Beta Monte carlo	Q 134 AS.000	4	84,0	90,0	1,995	D 120/6000	8,9	11/A	45°	45°	7,974–7,992	7,974–7,992	K 0,42±0,05	K 0,60	–	–	N+Z –<	10° v	28°±2° v/5400	KP I	700	≤ 4,5	–
Gamma	B 830A.000	4	102,0	76,0	2,484	D 140/6000	9,0	–	45	45	–	–	K 0,30	K 0,35	1,0	15° v	–	–	–	–	–	≤ 3,5	–
Gamma Coupé	B 830A.000	4	102,0	76,0	2,484	D 140/6000	9,0	–	45	45	–	–	K 0,30	K 0,35	1,0	15° v	–	–	–	–	–	≤ 3,5	–
Stratos	V-6 Dino	6	92,5	60	2,418	D 190/7000	9,1	10,2/900	45	45	7,94–7,975[5]	7,94–7,975[5]	K 0,15–0,20[6]	K 0,25–0,30[6]	0,20	E40°/A53°	SD	7±1° v	37° v/5500	SD	900	≤ 4,5	–
Maserati																								
Merak	V-90°	6	91,6	75,0	2,965	D 190/6000	8,75	11/350	45	45	8,00	8,00	K 0,28	K 0,48	2,2	42° v	ST ○I	6° v	6° v/800	SR ●	850	≤ 4,5	300
Merak SS	V-90°114-53-30	6	91,6	75,0	2,965	D 220/6000	9,0	11/350	45	45	8,00	8,00	K 0,28	K 0,48	2,2	42° v	ST ○I	4° v	6° v/800	SR ●	850	≤ 4,5	300
Bora	V-90°107-15-47	8	93,9	85	4,719	D 310/6000	8,5	11–12/300	35	35	8,00	8,00	K 0,28	K 0,48	1,9	40° v	NN ○	0° v	3° n/900	SR ●	800–900	≤ 4,5	400–500
Khamsin	V-90°115-10-49	8	93,9	89	4,930	D 320/5500	8,5	11–12/300	35	35	8,00	8,00	K 0,25	K 0,45	1,9	35° v	NN ○	0° v	3° n/900	SR ●	800–900	≤ 4,5	400
Moretti																								
126 Minimaxi	R 126A5000	2	73,5	70	0,594	D 23/4800	7,5	8–10/A	45½	45½	7,974–7,992	7,974–7,992	K 0,15	K 0,15	0,39	25° v	ST<	10° v	18°/3000	KP<	–	≤ 4,5	–
127 Midimaxi	Q 100 GL	4	65	68	0,903	D 47/6200	9,0	11/A	45½	45½	7,974–7,992	7,974–7,992	K 0,15	K 0,20	0,375	25° v	ST I	10° v	10°/800–900	KP<	825±25	≤ 4,5	315
127 Coupé	Q 100 GL	4	65	68	0,903	D 47/6200	9,0	11/A	45	45½	7,974–7,992	7,974–7,992	K 0,15	K 0,20	0,375	25° v	ST I	10° v	10°/800–900	KP<	825±25	≤ 4,5	315
128	Q 128 A 000	4	80	55,5	1,116	D 55/6000	8,8	10–11/A	45½	45½	7,974–7,992	7,974–7,992	K 0,30	K 0,40	0,50	12° v	ST<	10° v	28±2°/4000	KP<	700	≤ 4,5	–
De Tomaso																								
Pantera L; GTS	V-8 351 C	8	101,6	88,9	5,763	300/6000	8,4	11–14/A	45	45	8,67–8,69	8,66–8,68	hydr.	hydr.	–	14° v	ST ●	16° v	16°/1000	KP< S	1000	0,15	–
Longchamp; Deanville	V-8 351 C	8	101,6	88,9	5,763	300/6000	8,4	11–14/A	45	45	8,67–8,69	8,66–8,68	hydr.	hydr.	–	14° v	ST ●	16° v	16°/1000	KP< S	1000	0,15	–

[1] Klepschotel; Klepzitting in de kop = 45°
[2] Of Type 126 GP-A 800 = 40 PK bij 5500 omw/min
[3] Type 127 NP-S = D 63 PK/6500 omw/min; 9,7 : 1
[4] Type 128 NP-S = D 80 PK/6800 omw/min
[5] Voor race-doeleinden = 6,96–6,975
[6] Voor race-doeleinden = E = 0,20, A = 0,50

KP = Krukaspoulie
NN = Nokkenaslager
N+Z = Nokkenas en cilinderkop

SR = Vliegwiel
ST = Distributiewielen
SD = Trillingsdemper

Tekens:
I = streep
○ = cirkel
● = punt

< = kerf
≤ = gelijk aan of minder dan
S = Gradenschaal

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Aanhaalmomenten voor belangrijke bouten en moeren in mkg (1 mkg = 7,23 ft. lbs)

Merk en model	motor												onderstel				diversen	
	cilinderkop K = koud W = warm	drijfstang	krukashoofdlagers	◇ kleptuimelaars of nokkenasiagers	inlaatspruitstuk	uitlaatspruitstuk	krukaspulley	vliegwiel	motorophanging	bougies	inspuitpomp	inspuitverstuivers	wielbouten	wielophanging L = langsarm Q = dwarsarm	wiellagers RM = wielnaaf-moeren	stuurarm X = spoorstang aan de stuurarm		
Giannini																		
126 GP, 500 R TV	4,0	3,5	3,0	2,5	–	–	15	3,5	–	3,0	–	–	5,0	–	–	–	–	[5]3,0
126 GP-A 700; 500 GT-R	4,0	3,5	3,0	2,5	–	–	15	3,5	–	3,0	–	–	5,0	–	–	–	–	[5]3,0
126 GP-A 800	4,0	3,5	3,0	2,5	–	–	15	3,5	–	3,0	–	–	–	–	–	–	–	[5]3,0
127 NP, 127 NP-S	6,0	4,0	7,0	4,0	–	–	10,0	4,0	3,5	2,5–3	–	–	7,0	Q 2,5	[6]14,0	[7]7,0	–	–
128 NP, 128 NP-S	9,5	5,0	8,5	8,5	3,0	3,0	14,0	9,0	–	2,5–3	–	–	7,0	Q 2,5	[6]14,0	[7]7,0	–	–
128 NP Rally	8,5	5,0	8,0	[8]8,5	3,0	3,0	14,0	8,5	–	4,0	–	–	7,0	Q 2,5	[6]14,0	[7]7,0	–	–
128 Rally 1600	8,5	5,0	8,0	[8]8,5	3,0	3,0	14,0	8,5	–	4,0	–	–	7,0	–	–	–	–	–
132-2000	8,5	5,5	[10]8,2/11,5	◇ 2,0	2,5	2,5	25,0	8,5	–	4,0	–	–	7,0	–	–	–	[11]3,0	[4]5,0
Innocenti (Leyland)																		
Mini 1000/1001, Mini t; Mini 90	5,5	4,8–5,25	8,3–9	3–3,4	1,65–2,25	1,65–2,25	9,6–11	15,2–15,8	12/8,3[9]	2,4	–	–	5,25–6,0	–	20,7–21,7	4,8	–	–
Mini Matic	5,5	4,8–5,25	8,3–9	3–3,4	1,65–2,25	1,65–2,25	9,6–11	15,2–15,8	12/8,3[9]	2,4	–	–	5,25–6,0	–	20,7–21,7	4,8	–	–
Mini Cooper 1300; Mini 120	5,5	4,3–4,8	8,3–9	3–3,4	1,65–2,25	1,65–2,25	9,6–11	15,2–15,8	20,7/8,3[9]	2,4	–	–	5,25–6,0	–	20,7–21,7	4,8	–	–
Regent 1300; 1300 L	5,5	5,1	8,6	3,5	1,9	1,9	10,4	15,2–15,8	–	4,15	–	–	6,4	–	20,7	4,8	[12]2,5	–
Regent 1500	8,3	4,6	9,7	2,8	2,2	2,2	9,1	15,2–15,8	–	4,15	–	–	6,4	–	20,7	4,8	[12]2,5	–
Lamborghini																		
Urraco P 200	7,0	6,0	2,8–5,7	–	–	3,0	28,7	2,8	–	2,5–2,7	–	–	–	–	–	–	–	–
Urraco P 250	7,0	6,0	2,8–5,7	–	–	3,0	28,7	2,8	–	2,5–2,7	–	–	–	–	–	–	–	–
Urraco P 300	7,0	6,0	2,8–5,7	–	–	3,0	28,7	2,8	–	2,5–2,7	–	–	–	–	–	–	–	–
Jarama S 400 GT	8,6	6,0	[3]	–	3,0	3,0	29,0	2,8	–	2,5–2,7	–	–	–	–	–	–	–	–
Espada 400 GT	8,6	6,0	[3]	–	3,0	3,0	29,0	2,8	–	2,5–2,7	–	–	–	–	–	–	–	–
Countach LP 400	7,0	6,0	5,8	–	2,8	2,8	–	–	–	–	–	–	–	–	–	–	–	–
Lancia																		
Fulvia Coupé 3	2–2,3	4,75–5,25	4,0–4,5	–	–	–	14,0	5,1	–	2,8	–	–	8,0–12,0	–	–	–	–	–
Beta 1,3 I	8,5	5,2	8,2	◇ 2,0	2,5	2,5	20	8,5	–	3,8	–	–	7,0	Q 6,0	RM = 32	–	[13]10,0	[5]2,5
Beta 1,6 I	8,5	5,2	8,2	◇ 2,0	2,5	2,5	25	8,5	–	3,8	–	–	7,0	Q 6,0	RM = 32	–	[13]10,0	[5]2,5
Beta 2,0 I	8,5	5,2	8,2	◇ 2,0	2,5	2,5	25	8,5	–	3,8	–	–	7,0	Q 6,0	RM = 32	–	[13]10,0	[5]2,5
Beta Monte carlo	8,5	7,5	[10]8,2/11,5	8,5	2,5	2,5	25,0	14,5	–	4,0	–	–	7,0	Q 5,0	–	–	[13]5,0	–
Gamma	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Gamma Coupé	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Stratos	7,6	6,9	8,28	◇ 3,0	3,0	3,0	–	3,1	–	2,0	–	–	10,0	–	–	–	–	–
Maserati																		
Merak	11,0	7,0	9,5	2,5	2,0	2,0	–	12	–	3,0	–	–	7,0	–	–	–	–	–
Merak SS	11,0	7,0	9,5	2,5	2,0	2,0	–	–	–	3,0	–	–	7,0	–	–	–	–	–
Bora	11,0	6,5	10,0	3,0	0,5–1,0	0,5–1,0	4,0	16,0	–	3,0	–	–	7,0	–	–	–	–	–
Khamsin	11,0	6,2	9,0	3,9	0,5	0,5	4,0	16,0	–	2,8	–	–	–	–	–	–	–	–
Moretti																		
126 Minimaxi	4,0	3,5	3,0	2,5	–	–	15	3,5	–	3,0	–	–	5,0	–	–	10	[4]5,0	[5]3,0
127 Midimaxi	6,0	4,0	7,0	4,0	–	–	10	4,0	3,5	3,5	–	–	7,0	Q 2,5	[6]14,0	[7]7,0	–	–
127 Coupé	6,0	4,0	7,0	4,0	–	–	10	4,0	3,5	3,5	–	–	7,0	Q 2,5	[6]14,0	[7]7,0	–	–
128	8,5	5,0	8,0	[8]8,5	3,0	3,0	14	8,5	–	4,0	–	–	7,0	Q 2,5	[6]14,0	[7]7,0	–	–
De Tomaso																		
Pantera L; GTS	14,5	5,5–6,2	[1]	2,4–3,5	[2]	1,7–3,0	7,0	10,4–11,8	–	2,1–2,8	–	–	6–8	v+h 8,0	–	–	–	–
Longchamp; Deanville	14,5	5,5–6,2	[1]	2,4–3,5	[2]	1,7–3,0	7,0	10,4–11,8	–	2,1–2,8	–	–	6–8	v+h 8,0	–	–	–	–

1 Koud: warm = ½″ = 13,1–14,5/⅜″ = 4,8–6,2 mkg
2 5/16″ = 3,1–4,4/⅜″ = 2,3–3,5/¼″ = 0,9–1,2 mkg
3 M 8 Bouten = 2,8 mkg
M 12 Bouten = 9,0 mkg
4 Stuurwielmoer
5 Stuurhuis bevestigingsbouten
6 Achterwiellager
7 Moerspoorstanggewricht aan de tahdheugel
8 Nokkenaswielbout
9 Eerste getal = voor, tweede getal = achter
10 Voorste hoofdlager = 8,2 mkg, de andere 11,5 mkg
11 Koppelingsbevestigingsbouten
12 Koppelingshuis-moeren
13 Veerpootbevestiging (buitenkant)

Merk en model	ontsteking															
	bougies		bobine			verdeler				automatische vervroeging in krukasgraden						
										vacuum (°/mmHg)			centrifugaal (°/omw./min.)			
	merk en type (originele uitvoering) Bo = Bosch Ch = Champion Mot = Motorcraft Mr = Marelli	electrode afstand (mm)	primaire weerstand (Ω)	secundaire weerstand (Ω)	voorschakelweer-stand (Ω)	puntafstand v/d kontaktpunten (mm)	kontakthoek v/d kontaktpunten (°)	onderbreker veerspanning (g)	kondensator-capaciteit (μF)	begin	tussenwaarde	maximum	begin	tussenwaarde	maximum	ontstekingsvolgorde 1e cil.: v = voor, h = achterste r = rechts, l = links s = vliegwiel
Giannini																
126 GP, 500 R TV	Ch L 81 Y	0,6–0,7	3,1–3,4	6750–8250	–	0,45–0,50	78±3	475±50	0,25	–	–	–	0°/1400	–	18°/3000	a h[3]
126 GP-A 700; 500 GT-R	Ch L 81 Y	0,6–0,7	3,1–3,4	6750–8250	–	0,45–0,50	78±3	475±50	0,25	–	–	–	0°/1400	–	18°/3000	a h[3]
126 GP-A 800	Ch L 81 Y	0,6–0,7	3,1–3,4	6750–8250	–	0,45–0,50	78±3	475±50	0,25	–	–	–	0°/1400	–	18°/3000	a h[3]
127 NP, 127 NP-S	Mr S 146 A	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/800–900	12°/1400	28±2°/–4200–4600	b r
128 NP, 128 NP-S	Mr S 135 B[1]	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	–	b r
128 NP Rally	Mr S 135 B	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	28±2°/4000	b[8]
128 Rally 1600	Mr S 135 B	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	28±2°/4000	b[8]
132-2000	Mr CW 8 LP	0,5–0,6	2,6–2,8	6750–8500	–	0,37–0,43	55±3	–	0,20–0,25	–	–	–	0°/1000	10°/1600	28±2°/5400	b[8]
Innocenti (Leyland)																
Mini 1000/1001, Mini t; Mini 90	Ch N 9 Y[10]	0,50–0,60	3–3,4	4500	–	0,35–0,40	57–63	510–680	0,18–0,24	0°/50	6,5°/180	7°/320	0° 250	7°/900	16°/3300	b l[4]
Mini Matic	Ch N 9 Y	0,50–0,60	3–3,4	4500	–	0,35–0,40	57–63	510–680	0,18–0,24	0°/80	8°/210	18°/380	0°/700	17°/1800[2]	28°/5500[2]	b l[4]
Mini Cooper 1300; Mini 120	Ch N 9 Y	0,50–0,60	3–3,4	7500	–	0,35–0,40	57–63	510–680	0,18–0,24	0°/80	–/–	7°/280	0°/250	6°/650	12°/2700	b l[4]
Regent 1300; 1300 L	Ch N 9 Y	0,60–0,65	3–3,4	7500	–	0,35–0,40	57–63	510–680	0,18–0,24	0°/80	–/–	7°/280	0°/300	6°/650	12°/2700	b l[4]
Regent 1500	Ch N 9 Y	0,60–0,65	3–3,4	7500	–	0,35–0,40	57–63	510–680	0,18–0,24	0°/90	6½°/300	8°/500	0°/500	4°/780	11°/2900	b l[4]
Lamborghini																
Urraco P 200	Bo 235 P 21	0,35±0,05	2,0	–	–	0,35±0,05	40	–	0,18	–	–	–	–	–	–	e vr
Urraco P 250	Bo 265 P 21	0,35±0,05	2,0	–	–	0,35±0,05	40	–	0,18	–	–	–	–	–	–	e vr
Urraco P 300	Bo 235 P 21	0,35±0,05	2,0	–	–	0,35±0,05	40	–	0,18	–	–	–	–	–	–	e vr
Jarama S 400 GT	Bo 235 P 21	0,35±0,05	2,0	–	–	0,35±0,05	40	[9]	0,18	[9]	–	–	0°/1000	10°/3250	20°/4500	f vr
Espada 400 GT	Bo 235 P 21	0,35±0,05	2,0	–	–	0,35±0,05	40	[9]	0,18	[9]	–	–	0°/2000	10°/3250	20°/4500	f vr
Countach LP 400	Bo 235 P 21	0,35±0,05	2,0	–	–	0,35±0,05	40	[9]	0,18	[9]	–	–	0°/2000	10°/3250	20°/4500	f vr
Lancia																
Fulvia Coupé 3	Mr CW 240 LP/Ch N 7 Y[5]	0,50–0,60	2,9–3,2	6500–8000	–	–	–	–	–	–	–	–	0°/1000	9°/1800	15°/3200	b l
Beta 1,3 l	Mr CW 78 LP/Ch N 7 Y	0,50–0,60	2,7±4%	7500±10%	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/1000	10°/1600	23°/4200	b vr
Beta 1,6 l	Mr CW 78 LP/Ch N 7 Y	0,50–0,60	2,7±4%	7500±10%	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/1000	8½°/1600	28°/5400	b vr
Beta 2,0 l	Mr CW 8 LP/Ch N 6 Y	0,50–0,60	2,7±4%	7500±10%	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/1000	8½°/1600	28°/5400	b vr
Beta Monte carlo	Ch RN 7 Y/Mr 78 LPR	0,60–0,70	2,7	6750–8250	–	0,37–0,43	55±3	500–600	0,20–0,25	–	–	–	0°/1000	10°/1600	28°/5400	b vr
Gamma	Bo W 200 T 30/Ch N 7 Y	0,6–0,7	–	–	–	[11]	[11]	–	–	–	–	–	–	–	–	g vr
Gamma Coupé	Bo W 200 T 30/Ch N 7 Y	0,6–0,7	–	–	–	[11]	[11]	–	–	–	–	–	–	–	–	g vr
Stratos	Ch N 60 Y	0,50–0,60	–	7600–9350	–	0,32–0,38	50[6]	–	0,25	–	–	–	0°/1000	10°/2000	30°/5500	i vr
Maserati																
Merak	Bo 200 T 30	0,80	1,3	6000	0,90	0,45	–	–	0,30	–	–	–	6°/900	18°/2000	29±1°/4000	vr
Merak SS	Bo 200 T 30	0,80	1,3	6000	0,90	0,45	–	–	0,30	–	–	–	6°/900	18°/2000	29±1°/4000	vr
Bora	Bo W 200 T 30	0,90	1,35	7100	–	0,40–0,50	30	600	0,20	–	–	–	0°/1000	20°/2000	40°/4000	h l
Khamsin	Bo W 200 T 30	0,80–0,90	1,35	7100	–	0,40–0,50	28–32	600	0,20	–	–	–	0°/1000	20°/2000	40°/4000	h hr
Moretti																
126 Minimaxi	Mr CW 225 N/Bo W 225 T 1	0,6–0,7	3,1–3,4	6750–8250	–	0,5±0,03	78±3	475±50	0,25	–	–	–	0°/1400	–	18°/3000	a h
127 Midimaxi	Mr CW 78 LP/Ch N 7 Y	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/800–900	12°/1400	28±2°/4600	b[8]
127 Coupé	Mr CW 78 LP/Ch N 7 Y	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,20–0,25	–	–	–	0°/800–900	12°/1400	28±2°/4600	b[8]
128	Mr CW 78 LP/Ch N 7 Y	0,5–0,6	3,1–3,4	6750–8250	–	0,37–0,43	55±3	550±50	0,22–0,23	–	–	–	–	–	28±2°/4000	b[8]
De Tomaso																
Pantera L; GTS	Mot ARF 42	0,60	1,4–1,55	7600–8000	1,3–1,4	0,50[7]	26–31	490	–	0°/125	–	10°/500	0°/1000	12–17°/3000	27°/4000	c vl
Longchamp; Deanville	Mot ARF 42	0,60	1,4–1,55	7600–8800	1,3–1,4	0,50[7]	26–31	490	–	0°/125	–	10°/500	0°/1000	12–17°/3000	27°/4000	c vl

1 Of Bosch W 240 T 30
2 Vacuum leiding losgenomen
3 Bij de stroomverdeler
4 1e Cilinder bij de koeler
5 Of Bosch W 200 T 30; Of Lodge 2 NLNY
6 2e kontaktpunten = 5°30′ minder
7 Dubbele kontaktpunten
8 Bij de distributiekant
9 Twee stroomverdelers (type Marelli S 85 CA) elk voor 6 cilinders
10 Of Bosch W 175/T 30
11 Electronische ontsteking

a 1-2
b 1-3-4-2
c 1-3-7-2-6-5-4-8
d 1-6-2-5-3-4
e 1-5-4-8-7-2-6-3
f 1-7-5-11-3-9-6-12-2-8-4-10
g 1-3-2-4
h 1-8-4-2-7-3-6-5
i 1-4-2-5-3-6

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Merk en model	carburator: merk en type D'O = Dell'Orto Mot = Motorcraft So = Solex We = Weber	aantal	venturi	hoofdsproeier	compensatiesproeier (remlucht)	stationair benzinesproeier	stationair luchtsproeier	acceleratie pompsproeier	Acceleratie pomp opbrengst per 10 slagen in cm³	startsproeier of ● vlotternaaldoorlaat diameter	vlotterniveau afdichtingsvlak tot vlotter (mm)	Carburatortest: Inhoud vlotterkamer (juist afgesteld) in cm³	Verbruik per carburator onbelast ±10%: Stationair l/uur	Bij 1500 omw./min. l/uur	Bij 3000 omw./min. l/uur	Bij 5000 omw./min. l/uur	Luchtdoorstromingswaarde (pollux): Gasklep opening bij gesloten chokeklep	Stationair toerental 1 trap/2 trap	brandstofpomp: merk en type APG = Pierburg Be = Bendix Fi = Fiat Mot = Motorcraft	pompdruk kg/cm² bij omw./min.	brandstofinspuiting: merk en type: inspuitpomp	verstuiver	inspuitdruk kg/cm² bij omw./min.	V = voor, A = na BDP
Giannini																								
126 GP, 500 R TV	We 28 IMB	1	–	–	–	–	–	–	–	–	–	19	0,35	0,70	1,40	3,60	–	N 250	–	–	–	–	–	–
126 GP-A 700; 500 GT-R	D'O DHLB 32	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
126 GP-A 800	D'O DHLB 3	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
127 NP, 127 NP-S	We 30 DIC 10	1	23/23	–	–	–	–	–	3	–	–	20	0,60	0,85	2,00	3,70	X 250	N 290	–	–	–	–	–	–
128 NP, 128 NP-S	We 32 ICEV 32[2]	1	27	–	–	–	–	–	3,5	–	–	28	0,60	1,20	2,50	4,50	X 245	N 320	–	–	–	–	–	–
128 NP Rally	We 32 DMTR	1	–	–	–	–	–	–	–	–	–	42	0,65	1,20	2,50	4,50	X 280	N 155/N 30	–	–	–	–	–	–
128 Rally 1600	We 32 DMTR	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
132-2000	We 34 DMS 2/201	1	24/26	125/150	130	50/70	90/70	50	–	●1,75	7,0	28	0,95	1,70	3,90	6,80	X 280	N 250/K 170	mech.	0,20–0,25	–	–	–	–
Innocenti (Leyland)																								
Mini 1000/1001, Mini t; Mini 90	SU HS 4 AUD 693	1	38,1	2,29	[3]AAR	–	–	–	–	–	4±0,8	46	0,50	0,90	2,00	4,20	–	–	SU elektr. AUF 214	0,17–0,21	–	–	–	–
Mini Matic	SU HS 4 AUD 513	1	38,1	2,29	–	–	–	–	–	–	4±0,8	46	–	–	–	–	–	–	SU elektr. AUF 214	0,17–0,21	–	–	–	–
Mini Cooper 1300; Mini 120	SU HS 4 AUD 534[5]	2[5]	31,75[5]	2,29[5]	[3]AAP	–	–	–	–	–	3,18–4,75	46	0,40	0,60	1,30	2,50	–	–	SU elektr. AUF 214	0,17–0,21	–	–	–	–
Regent 1300; 1300 L	SU HS 2 AUD 534	2	31,75	2,29	–	–	–	–	–	–	3,2–4,75	46	0,40	0,60	1,30	2,50	–	–	SU elektr. AUF 214	0,28	–	–	–	–
Regent 1500	SU HS 4 AUD 633	2	38,10	2,29	–	–	–	–	–	–	3,2–4,75	46	0,50	0,70	1,50	2,80	–	–	SU mech. AUF 809	0,28	–	–	–	–
Lamborghini																								
Urraco P 200	We 40 IDF	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Be elektr.	3,3 l/min	–	–	–	–
Urraco P 250	We 40 IDF	4	32	125	–	55	[1]1,75	40	–	F 8/90	10,0	–	–	–	–	–	–	–	Be elektr.	3,3 l/min	–	–	–	–
Urraco P 300	We 40 DCNF	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Be elektr.	3,3 l/min	–	–	–	–
Jarama S 400 GT	We 40 DCOE 20/21	6	30	120	[1]1,75	210	45 F 9	35	–	F 5/60	8,5	–	–	–	–	–	–	–	Be elektr.	3,3 l/min	–	–	–	–
Espada 400 GT	We 40 DCOE 20/21	6	30	120	[1]1,75	210	45 F 9	35	–	F 5/60	8,5	54	0,40	0,90	2,00	–	–	–	Be elektr.	3,3 l/min	–	–	–	–
Countach LP 400	We 42 DCOE 96–97	6	38	150	–	45/F 8	–	35	–	●1,75	8,5	–	–	–	–	–	–	–	Be elektr.	3,3 l/min	–	–	–	–
Lancia																								
Fulvia Coupé 3	So C 35 PHH 19	2	31	120	–	47,5	–	–	3,5	–	–	54	0,40	0,75	1,70	3,50	–	K 280/K 280	Fi 4030.04	0,28–0,32/300	–	–	–	–
Beta 1,3 l	We 32 DMTR 31[10]	1	22/22	110/110	190/260	50/70	110/70	45	3,0	●1,50	–	42	0,70	1,50	2,60	4,80	–	N 170/K 150	Fi/Corona	0,20–0,30	–	–	–	–
Beta 1,6 l	We 32 DATR 1/200[6 7]	1	25/27	120/150	170/210	50/80	110/70[4]	50	–	●1,75	7,0±0,25[8]	42	0,70	1,50	2,70	4,80	–	–/K 180	Fi/Corona	0,20–0,30	–	–	–	–
Beta 2,0 l	We 34 DATR 2/200[7]	1	25/27	120/150	170/240	50/80	110/70[4]	50	–	●1,75	7,0±0,25[8]	58	0,80	1,50	2,80	5,00	–	–/K 170	Fi/Corona	0,20–0,30	–	–	–	–
Beta Monte carlo	We 34 DATR/200	1	25/27	120/130	160/200	50/70	100/70	45	8–9	●1,75	7,0±0,25[8]	–	–	–	–	–	–	–	mech.	0,20–0,30	–	–	–	–
Gamma	We 38 ADLD/100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Be elektr.	0,20–0,35	–	–	–	–
Gamma Coupé	We 38 ADLD/100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Be elektr.	0,20–0,35	–	–	–	–
Stratos	We 40 IDF 28 ([9]44 IDF 26)	3	32 (36)	125 (150)	220 (180)	50 (55)	120 (115)	40 (40)	–	●1,75	3,0	–	–	–	–	–	–	–	Corona 8249	–	–	–	–	–
Maserati																								
Merak	We 42 DCNF/31–32	3	36	140	160	60	130	40	11	F 80	48±0,5	35	0,45	0,90	2,00	4,30	–	N 120/N 120	APG elektr.	0,30	–	–	–	–
Merak SS	We 42 DCNF	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	APG elektr.	0,30	–	–	–	–
Bora	We 42 DCNF/14	4	36	140	155	65	120	40	–	F 7/80	48	–	–	–	–	–	–	–	Be elektr.	0,35	–	–	–	–
Khamsin	WE 42 DCNF 9	4	34	140	180	60	120	40	–	F 7/80	48	–	–	–	–	–	–	–	Be elektr.	0,35	–	–	–	–
Moretti																								
126 Minimaxi	We 24 IMB	1	18	95	–	45	170	[1]1,25	–	F 5/90	8–8,5	19	0,35	0,70	1,40	3,60	–	N 250	mech.	0,15–0,20/2000	–	–	–	–
127 Midimaxi	We 32 IBA 20	1	24	135	–	45	170	40	–	●1,50	6,0	20	0,60	0,85	2,00	3,70	X 250	N 290	mech.	0,15–0,20/2000	–	–	–	–
127 Coupé	We 32 IBA 20	1	24	135	–	45	170	40	–	●1,50	6,0	20	0,60	0,85	2,00	3,70	X 250	N 290	mech.	0,15–0,20/2000	–	–	–	–
128	We 32 ICEV	1	24	125	[4]2,00	40	160	40	–	●1,50	11,0	28	0,65	1,20	2,50	4,50	X 245	N 320	mech.	0,25	–	–	–	–
De Tomaso																								
Pantera L; GTS	Mot 4300 4 V	1	31,7	1,17–1,58	–	–	–	–	–	–	20–21,5	–	–	–	–	–	–	–	Mot mech.	0,30–0,35	–	–	–	–
Longchamp; Deanville	Mot 4300 4 V	1	31,7	1,17–1,58	–	–	–	–	–	–	20–21,5	–	–	–	–	–	–	–	Mot mech.	0,30–0,35	–	–	–	–

1 Vlotternaaldzitting
2 Model NP-S = 2 x 40 DCNF
3 Naaldtype
4 Verrijkingssproeier (bij Lancia; Solex = 100, Weber = 110)
5 Mini 120; 1 karburator SU HS 6, Venturi ⌀ 44,45 mm; Hoofdsproeier ⌀ 2,54 mm
6 Of Solex C 34 CIC-1: 25/26//125/125//160/170//45/70//110/100//60//● 1,8
7 Of Solex C 34 TCIC-1: 25/26//125/1//160/230//45/70//110/100//60//● 1,8
8 Bij vertikaal gehouden vlotterkamer deksel
9 Voor race-doeleinden tussen haakjes
10 Of Solex C 32 CIC-3: 22/22//105/105//180/210//47/47//100/100//45//●1,4, inspuithoeveelheid per 10 slagen = 8–9 ccm

Merk en model	electrische uitrusting															
	batterij		startmotor							dynamo A = wisselstroomdyn. L = gelijkstroomdyn.					regelaar	
			onbelaste meting				belaste meting									
	spanning (V)	capaciteit (amp. uur) (Ah)	merk en type Bo = Bosch Du = Ducellier Fi = Fiat Lu = Lucas Ma = Marelli Mot = Motorcraft	stroom (A)	spanning (V)	toerental omw./min.	stroom (A)	spanning (V)	koppel (mkg) of vermogen (PK)	merk en type Bo = Bosch Du = Ducellier Fi = Fiat Lu = Lucas Ma = Marelli Mot = Motorcraft	vermogen (A/V)	toerental omw./min. G = dynamo M = motor	Stator weerstand (Ω)	Rotor weerstand (Ω)	spanning onbelast (V)	afgeregelde spanning (V/A)
Giannini																
126 GP, 500 R TV	12	34	Fi B 76	26	11,9	10 000	260	7,7	0,69	Fi 230 W	L 16/12	G 2500–2700	[9]12,4–12,8 V	[10]16 A	–	13,9–14,4/15–17
126 GP-A 700; 500 GT-R	12	34	Fi B 76	26	11,9	7000±1000	260	7,7	0,69	Fi 230 W	L 16/12	G 2500–2700	[9]12,4–12,8 V	[10]16 A	–	13,9–14,4/15–17
126 GP-A 800	12	34	Fi B 76	26	11,9	7000±1000	260	7,7	0,69	Fi 230 W	L 16/12	G 2500–2700	[9]12,4–12,8 V	[10]16 A	–	13,9–14,4/15–17
127 NP, 127 NP-S	12	34	Fi E 84	30	11,5–12	7000±1000	315	7±0,5	0,88	Bo G1 14 V 33 A	A 29/14	G 6000	0,26±10%	4,0±10%	–	14,2±0,4[1]
128 NP, 128 NP-S	12	34	Fi E 84	30	11,5–12	7000±1000	315	7±0,5	0,88	Bo G1 14 V 33 A	A 29/14	G 6000	0,26±10%	4,0±10%	–	14,2±0,4[1]
128 NP Rally	12	34/45	Fi E 84	30	11,5–12	7000±1000	315	7±0,5	0,88	Bo G1 14 V 33 A	A 29/14	G 6000	0,26±10%	4,0±10%	–	14,2±0,4[1]
128 Rally 1600	12	34/45	Fi E 100	28	11,5–12	5200±500	530	7±0,3	1,74±0,1	Ma A 124	A 53/14[11]	G 7000	–	4,5±0,1	–	14,2±0,4/2–12
132-2000	12	45	Fi E 100	28	11,5–12	5200±500	530	7±0,3	1,74±0,1	Ma A 124	A 53/14	G 7000	–	4,5±0,1	–	14,2±0,4/2–12
Innocenti (Leyland)																
Mini 1000/1001, Mini 1; Mini 90	12	43	Lu M 35 J	68	11–12	8000–10 000	350–375	7,1–7,5	1,17	Lu [6]	L 22/[8]13,0	G 2400/[6]G 6000	[9]12,5 V	[5]4,0 A	12,5	15,2–15,6
Mini Matic	12	43	Lu M 35 J	68	11–12	8000–10 000	350–375	7,1–7,5	1,17	Lu [6]	L 22/[6]13,0	G 2400/[6]G 6000	[9]12,5 V	[5]4,0 A	12,5	15,2–15,6
Mini Cooper 1300; Mini 120	12	43	Lu M 35 J	68	11–12	8000–10 000	350–375	7,1–7,5	1,17	Lu 16 ACR	A 34/14	G 6000	–	4,33	–	14,2±0,2
Regent 1300; 1300 L	12	43	Lu M 35 J	68	11–12	8000–10 000	350–375	7,1–7,5	1,17	Lu 16 ACR	A 34/14	G 6000	–	4,33	–	14,2±0,2
Regent 1500	12	43	Lu M 35 J	68	11–12	8000–10 000	350–375	7,1–7,5	1,17	Lu 16 ACR	A 34/14	G 6000	–	4,33	–	14,2±0,2
Lamborghini																
Urraco P 200	12	55	Bo GF 12 V 1,5 PS	–	–	–	–	–	1,5 PS	Bo	A 35/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2
Urraco P 250	12	55	Bo GF 12 V 1,5 PS	–	–	–	–	–	1,5 PS	Bo	A 35/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2
Urraco P 300	12	55	Bo GF 12 V 1,5 PS	–	–	–	–	–	1,5 PS	Bo	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2
Jarama S 400 GT	12	72	Bo JD 12 V 1,8 PS	–	–	–	–	–	1,8 PS	Bo	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2
Espada 400 GT	12	72	Bo JD 12 V 1,8 PS	–	–	–	–	–	1,8 PS	Bo	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2
Countach LP 400	12	66	Bo JD 12 V 1,8 PS	–	–	–	–	–	1,8 PS	Bo	A 70/14	G 6000	–	–	–	14,0±0,2
Lancia																
Fulvia Coupé 3	12	45	Bo AL/EDD 0,5/12	25–45	11,5	8000–9500	280–320[4]	7,5–8,5	0,8 PS	Bo G [12]	A 28/14	G 6000	0,26±10%	4,0±10%	–	14,2±0,4
Beta 1,3 l	12	45	Bo[3]/Ma E 100 1,3/12	27–40	11–11,5	4800±300	460±20[4]	7±0,1	1,4[4]	Bo [12]	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2[7]
Beta 1,6 l	12	45	Bo[3]/Ma E 100 1,3/12	27–40	11–11,5	4800±300	460±20[4]	7±0,1	1,4[4]	Bo [12]	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2[7]
Beta 2,0 l	12	45	Bo[3]/Ma E 100 1,3/12	27–40	11–11,5	4800±300	460±20[4]	7±0,1	1,4[4]	Bo [12]	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2[7]
Beta Monte carlo	12	45	Ma E 100 1,3/12	27–40	11–11,5	4800±300	460±20[4]	7±0,1	1,4[4]	Ma A 124	A 53/14	G 7000	–	4,3±0,2	–	14,2±0,4/2–12
Gamma	12	60	–	–	–	–	–	–	–	Bo	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2[7]
Gamma Coupé	12	60	–	–	–	–	–	–	–	Bo	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2[7]
Stratos	12	40	Ma MT 42 E	50	11,5	9000–12000	500[4]	7±0,1	1,9[4]	Ma A 124	A 59/14	G 7000	–	2,6±0,5	–	14,2±0,3/2–12
Maserati																
Merak	12	60	Du 6211 A 1,5	60	11	–	560[4]	–	1,5 PS[4]	Du/Pa	A 55/14	G 6000	–	–	–	14,0±0,2
Merak SS	12	60	Du 6211 A 1,5	60	11	–	560[4]	–	1,5 PS[4]	Du/Pa	A 55/14	G 6000	–	–	–	14,0±0,2
Bora	12	66	–	60–80	11	6000	350	10,5	0,9	Bo	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2
Khamsin	12	72	–	60–80	11	6000	350	10,5	0,9	Bo	A 55/14	G 6000	0,26±10%	3,4±10%	–	14,0±0,2
Moretti																
126 Minimaxi	12	34	Fi B 76–0,5/12 S	26	11,9	9000±1000	260	7,7±0,2	0,5	Fi 12/16/38	L 16/12	G 2500–2700	[9]12,4–12,8 V	[10]16 A	–	13,9–14,5/15–17
127 Midimaxi	12	34	Fi 84–0,8/0,88	30	11,9	7000±1000	315–320	7,0±0,3	0,8	Bo	A 29/14	G 6000	0,26±10%	4,0±10%	–	14,2±0,4
127 Coupé	12	34	Fi 84–0,8/0,88	30	11,9	7000±1000	315–320	7,0±0,3	0,8	Bo	A 29/14	G 6000	0,26±10%	4,0±10%	–	14,2±0,4
128	12	34	Fi 84–0,8/0,88	30	11,9	7000±1000	315–320	7,0±0,3	0,8	Bo	A 29/14	G 6000	0,26±10%	4,0±10%	–	14,2±0,4
De Tomaso																
Pantera L; GTS	12	72	Mot	70–80	12	–	460–470	6	2,1	Mot D 26 F	A 61/15	M 2900	–	4,15	–	14,4–15,0
Longchamp; Deanville	12	72	Mot	70–80	12	–	460–470	6	2,1	Mot D 26 F	A 61/15	M 2900	–	4,15	–	14,4–15,0

1 Tweede trap: Eerste trap = 0,1–0,6 V onder deze spanning
2 Of Ducellier
3 Bosch 12 V/1,1 kW
4 Bij geblokkeerde startmotor
5 Retourstroom
6 Type 1001 Alternator als of de Cooper 1300
7 Eerste trap; Tweede trap = 14,2±0,3 V/2–12 A
8 Mini 1001; Mini; Mini 90: Alternator Lucas 16 ACR 34 A/14 V/M 6000
9 Inslagspanning
10 Afgeregelde stroom
11 Of Alternator 29 A/14 V afgeregelde spanning = 14,2±0,4 V
12 Of Marelli A 124 – 14 V – 42 A

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Merk en model	vulhoeveelheid in liters: motorolie m = met filter o = zonder filter (l)	versnellingsbak (l)	automatische bak (l)	voorasolie (l)	achterasolie (l)	brandstoftank N = normale benzine S = superbenzine (l)	koeling: koelsysteeminhoud m = met kachel o = zonder kachel (l)	overdruk in het koelsysteem (kp/cm²)	thermostaat opent bij (°C)	wielstanden B = belaste wagen L = onbelaste wagen: naspoor (caster) (°)	wielvlucht (camber) (°)	toespoor (toein) (mm)	dwarshelling fuseepen (KPI) (°)	sporing in de bocht meethoek 20°: binnenwiel	buitenwiel	banden: bandenmaat	bandenspanning kp/cm²: voor	achter	remmen: toegestane max. remtrommeldiameter of minimale remschijfdikte (mm): voor	achter	remvloeistof (l)
Giannini																					
126 GP	3,5 m	1,1[3]	–	–	–	22 S	Luft	–	–	B 9°±1°	B 1°±20'[2]	–1...+3[2]	6°	33°	25°40'	135 x 12	1,4–1,5	2,0–2,1	170,4	170,4	0,35
126 GP-A 700	3,5 m	1,1[3]	–	–	–	22 S	Luft	–	–	B 9°±1°	B 1°±20'[2]	1...2[2]	6°	33°	25°40'	135 SR 12	1,4–1,5	2,0–2,1	170,4	170,4	0,35
126 GP-A 800	3,5 m	1,1[3]	–	–	–	22 S	Luft	–	–	B 9°±1°	B 1°±20'[2]	1...2[2]	6°	33°	25°40'	135 SR 12	1,4–1,5	2,0–2,1	170,4	170,4	0,35
127 NP, 127 NP-S	3,9 m	2,4[1]	–	–	–	30 S	5 m	–	85–89	B –3°±15'	B 1°±20'[2]	B 0±1	4°20'	34°50'	32°10'	135 SR 13	1,7	1,9	227	170,4	0,33
128 NP, 128 NP-S	4,25 m	3,15[1]	–	–	–	38 S	6,5 m	–	85–89	B –2°15'±15'	B 1°±20'[2]	B 0±1	4°20'	35°	31°45'	145 x 13	1,8	1,7	227	170,4	0,35
128 NP Rally	4,25 m	3,15[1]	–	–	–	38 S	6,5 m	–	–	B 2°15'±15'	B 0°40'-1°20'	0±1	–	35°	31°	145 x 13	1,8	1,7	9,00	185,35	0,33
128 Rally 1600	4,25 m	3,15[1]	–	–	–	38 S	6,5 m	–	–	B 2°15'±15'	B 0°40'-1°20'	0±1	–	35°	31°	145 HR 13	1,8	1,7	9,00	185,35	0,33
132-2000	4,25 m	1,65	2,8	[11]	1,45	55 S	7,8 m	0,8	82–87	B 4°±15'	B 30'±30'	2–4	6°±20'	34°30'	26°30'	185/70 SR 13	1,8–1,9	1,9–2,0	9,5	9,5	0,50
Innocenti (Leyland)																					
Mini 1000/1001, Mini t; Mini 90	5[1]	–	–	–	–	26 S[14]	3,5 m	0,9	95–98	L 3±1°	L 2°±1°[5]	[5]neg.1,5±0,8[15]	11°30'[16]	21½P±1½P	20°	145 SR 10[17]	1,8[17]	1,7[17]	177,5[18]	177,5[19]	0,230[20]
Mini Matic	7,5[1]	–	–	–	–	26 S	3,5 m	0,9	96	L 3±1°	L 2°±1°[5]	[5]neg.1,5±0,8	11°30'	21½P±1½P	20°	145 SR 10	1,8	1,7	177,5	177,5	0,230
Mini Cooper 1300; Mini 120	4,5[1]	–	–	–	–	36 S[14]	3,8 m	0,9	85–88[21]	L 3±1°	L 2°±1°[5]	[5]neg.1,5±0,8[15]	11°30'[16]	21°30'	20°	145 SR 10[22]	1,9	1,8	9,5	179,5	0,30
Regent 1300; 1300 L	4,5[1]	–	–	–	–	48 S	4,0 m	0,9	82	L 3–5°	0° 30'[4]	4±1 neg.[4]	9° 30'	20½–23½	20°	145 SR 13	1,8	2,1	9,0	205,5	0,32
Regent 1500	5,5 m[1]	–	–	–	–	48 S	6,5 m	1,05	82	L 3–5°	0° 30'[4]	4±1 neg.[4]	9° 30'	20½–23½	20°	145 SR 13	1,8	2,1	9,0	205,5	0,32
Lamborghini																					
Urraco P 200	7,5 m	4,0	–	–	–	80 S	12 m	0,8	65–68	7°	0°57'[6]	0[6]	10°30'	–	–	205/70 VR 14[23]	2,3–2,5	2,5–2,7	–	–	0,30
Urraco P 250	7,5 m	4,0	–	–	–	80 S	12 m	0,8	65–67	7°	0°57'[6]	0[6]	10°30'	–	–	205/70 VR 14[23]	2,3–2,5	2,5–2,7	–	–	0,30
Urraco P 300	7,5 m	4,0	–	–	–	80 S	12 m	0,8	65–67	7°	0°57'[6]	0[6]	10°30'	–	–	205/70 VR 14[23]	2,3–2,5	2,5–2,7	–	–	0,30
Jarama S 400 GT	14,3 m	4,0	–	–	1,55	100 S	14 m	0,8	65–67	1°30'	0°[7]	2,0[7]	7°	–	–	215/70 VR 15	2,4–2,5	2,6–2,8	14,4	9,5	0,70
Espada 400 GT	14,3 m	4,0	–	–	1,55	93 S	14 m	0,8	65–67	1°30'	0°[7]	2,0[7]	7°	–	–	205 VR 15	2,0–2,4	2,4–2,6	14,4	9,5	0,70
Countach LP 400	17,5 m	3,65	–	–	5,0	120 S	17 m	1,09	70	5°	0°[7]	2,0[7]	9°	28°20'	26°40'	205/70 VR 14[12]	2,5	3,0	20,6	20,6	–
Lancia																					
Fulvia Coupé 3	4,3 m	2,7[3]	–	–	–	38 S	6,3 m	0,5±0,1	80–85	B 2°10'–2°45'	B 2°	neg. 1–2	5°	–	–	165 SR 14	1,8	1,8	11,5	9,5	0,50
Beta 1,3 l	4,5 m	1,85[3]	–	–	–	51 S	8,2 m	0,5±0,1	82–87	1°30±20'	30'±20'[13]	neg. 0–3,5[13]	9°46'±20'[26]	36°	31°30'	155 SR 14	1,7	1,7	11,5	9,0	0,40
Beta 1,6 l	4,5 m	1,85[3]	–	–	–	51 S	8,2 m	0,5±0,1	82–87	1°30±20'	30'±20'[13]	neg. 0–3,5[13]	9°46'±20'[26]	36°	31°30'	175/70 SR 14	1,7	1,7	11,5	9,0	0,40
Beta 2,0 l	4,5 m	1,85[3]	–	–	–	51 S	8,3 m	0,5±0,1	82–87	1°30±20'	30'±20'[13]	neg. 0–3,5[13]	9°46'±20'[26]	36°	31°30'	175/70 SR/HR 14	1,7	1,7	11,7	10,0	0,40
Beta Monte carlo	5,0 m	–	–	–	–	59 S	11 m	0,5	82–87	1°30±20'	30'±20'[13]	neg. 0–3,5	10°02'±20'	36°	31°30'	185/70 HR 13	1,7–1,9	1,7–2,0	11,7	9,5	0,40
Gamma	6,1 m	3,30	–	–	–	63 S	9,0 m	–	–	–	–	–	–	–	–	195/70 HR 14	–	–	–	–	–
Gamma Coupé	6,1 m	3,30	–	–	–	63 S	9,0 m	–	–	–	–	–	–	–	–	195/70 HR 14	–	–	–	–	–
Stratos	6,5 m	4,5	–	–	–	85 S	12 m	0,9	82	6°±15'	0°±20'[27]	2–4[27]	13°30'	32°±1°30'	32°	205/70 VR 14	–	–	9,0	9,0	–
Maserati																					
Merak	9,0 m	2,25[3]	–	–	–	85 S	16 m	0,5	80	5°	0°15'[8]	2–3	1°30'	–	–	185/70 VR 15[9]	2,3	2,5	20,5	12,0	5,0[24]
Merak SS	9,0 m	2,25[3]	–	–	–	85 S	16 m	0,5	80	6°	0°15'[8]	2–3	1°30'	–	–	195/215 VR 15	2,3	2,5	20,5	12,0	5,0[24]
Bora	10 m	3,3[3]	–	–	1,5	96 S	16 m	0,5	75	4°	+0–15'	neg. 3–4	1°±10'	–	–	205/215/70 VR 15	2,5	2,7	20,5	20,5	4,0[24]
Khamsin	13 m	1,8	8,0	–	1,5	95 S	14 m	0,5	75	0°	1°	0–2	7°30'	38°	30°	215/70 VR 15	2,4	2,5	29,5	18,5	4,0[24]
Moretti																					
126 Minimaxi	2,5 m	1,1[3]	–	–	–	22 S	Luft	–	–	B 9°±1°	B 1°±20'	–1...+3[2]	6°	33°	25°40'	135–12	1,4	2,0	170,4	170,4	0,35
127 Midimaxi	3,9 m	2,4[3]	–	–	–	30 S	5 m	0,5	85–89	B 3°±15'	B 40'–1°20'[10]	B 0±1[10]	4°20'	34°50'	32°10'	135 SR 13	1,7	1,9	9,0	186,0	0,33
127 Coupé	3,9 m	2,4[3]	–	–	–	30 S	5 m	0,5	85–89	B 3°±15'	B 40'–1°20'[10]	B 0±1[10]	4°20'	34°50'	32°10'	135 SR 13	1,7	1,9	9,0	186,0	0,33
128	4,25 m	3,15[3]	–	–	–	38 S	6,5 m	0,5	80–84	B 2°–2°30'	B 40'–1°20'[10]	B 0±1[10]	–	35°	31°35'	145 SR 13	1,8	1,7	9,0	186,0	0,33
De Tomaso																					
Pantera L; GTS	5,2 m	3,4	–	–	–	85 S	24 m	0,9	85–89	L 2° 40'	L ½P[25]	L 1–2[25]	8°	33°	30°	185/215/70 VR 15	2,9	2,9	17,0	15,5	–
Longchamp; Deauville	5,2 m	3,4	10,0	–	1,8	120 S	18 m	0,9	85–89	L 5° 30'	L ½P[25]	L 1–2 neg.[25]	8°	33°	30°	215/70 VR 15	2,4	2,4	28,75	17,0	–

1 Inclusief bak en differentieel
2 Wielvlucht (camber) achterwielen = –0° 32'...–1° 12'. Toespoor = 5–9 mm
3 Inclusief differentieel
4 Wielvlucht (camber) achterwielen = –0° 30'...–1°. Toespoor = 1–5 mm
5 Wielvlucht (camber) achterwielen = 1°±30'. Toespoor = 0-6,4 mm
6 Wielvlucht (camber) achterwielen = –1°. Toespoor = 2–3 mm
7 Wielvlucht (camber) achterwielen = –30'. Toespoor = 2–3 mm
8 Wielvlucht (camber) achterwielen = –2°
9 Voor; Achter = 205/70 VR 15
10 Wielvlucht (camber) achterwielen = 2° 40'–3° 20'. Toespoor = 5±2 mm
11 Stuurhuis 0,25 L
12 Voor; Achter = 215/70 VR 14
13 Wielvlucht (camber) achterwielen = –55'±20'. Toespoor = 0,5–4 mm
14 Mini 90; Mini 120 = 38 L
15 Mini 90; Mini 120 = neg. 1–2,7 mm
16 Mini 90; Mini 120 = 9°
17 Mini 90 = 145/70 SR 12 = 2,1/2,0
18 Mini 90 = 9,25 mm
19 Mini 90 = 179,5 mm
20 Mini 90 = 0,32 L
21 Mini 90 = 98°
22 Mini 120 = 155/70 SR 12
23 Achter; voor = 195/70 VR 14
24 Hydraulisch systeem (mineraalolie)
25 Wielvlucht (camber) achterwielen = 1°; Toespoor = 4,5 mm
26 Coupé en Spider = 10°02'±20'
27 Wielvlucht (camber) achterwielen = –2°±20'; Toespoor = 4,8 mm