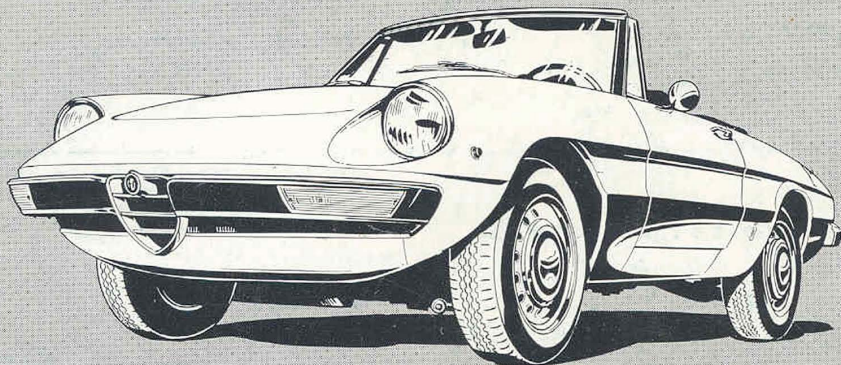




ALFA ROMEO SPIDER 1300 JUNIOR



INSTRUCTION BOOK

WARNING

Beware of the danger of carbon monoxide!

Never run the engine in an enclosed space.

The exhaust gases contain carbon monoxide, a deadly gas. Carbon monoxide is particularly dangerous as, being it colorless, odorless and tasteless, its presence is very difficult to detect.

CONTENTS

- 2 Specification
- 4 Driving seat

HOW TO USE YOUR CAR

- 6 Starting the engine
- 6 Precautions (while driving)
- 7 Winter precautions
- 8 Interior
- 9 Safety belts

LUBRICATION

- 10 Lubricants

MAINTENANCE

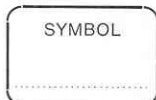
- 11 Nut tightening - Valve timing
- 12 Fuel feed
- 16 Ignition - Air cleaner
- 17 Clutch
- 18 Gearbox, rear axle
- 19 Front & rear suspension
- 20 Hydraulic brake system
- 21 Brakes

ELECTRICAL EQUIPMENT

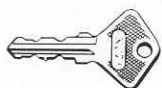
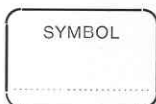
- 24 External lights
- 26 Wiring diagram
- 28 Tool kit
- 29 Tyre inflation pressures
- 30 Variants in R.H.D.

Keep a record of the symbol stamped on the key handle.

Ignition and antitheft key



Key to doors, glove compartment, boot lid



When ordering duplicate keys, please quote the symbol.



The operation and maintenance instruction contained in this handbook

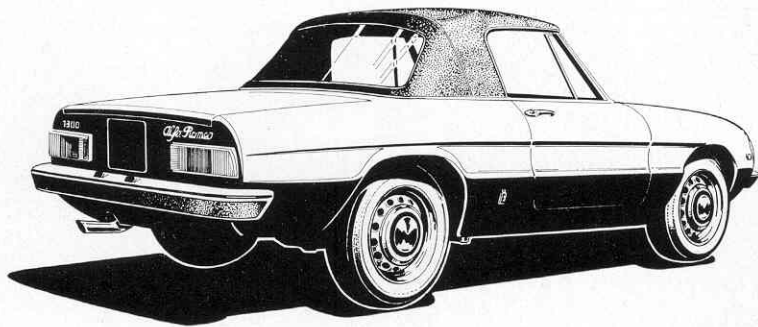
MUST BE CAREFULLY OBSERVED

by every owner who desires to get the best from this vehicle and to ensure a long life for every component.

Owners are recommended, in their own interest, to entrust all maintenance and repair work to an authorized Alfa Romeo Service Station as such Stations are equipped with the proper tools and staffed by specially trained mechanics who are kept up-to-date by our technical literature.

Owners are reminded that Alfa Romeo cannot be responsible for any errors made by unauthorized service stations or for any damage resulting from the use of nongenuine spare parts and/or lubricants other than those indicated.

DIREZIONE ASSISTENZA



The data relating to weights, consumptions and speeds are approximate only; Alfa Romeo reserves the right to change without notice any features and data given in this book.



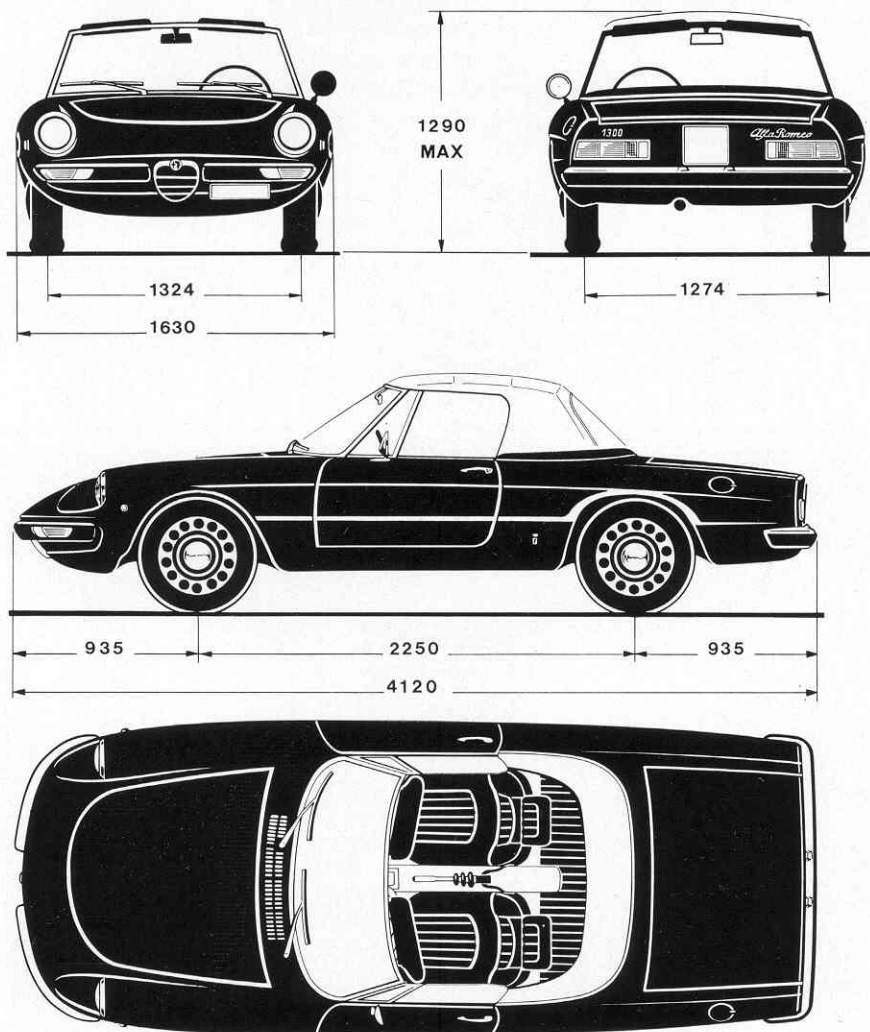
Specification

Engine	Number and layout of cylinders	4 in line																					
	Bore and stroke mm	74 x 75																					
	Total displacement cc.	1290																					
	Max. power at 6000 rpm SAE HP	103																					
Chassis	Minimum turning circle mm	10500																					
	Number of seats	2 + 2																					
	Tyres }	155-15 165-14																					
	Kerb weight (full tank) lbs	2182 (990 kg)																					
Fuel consumption	Per 100 Km to Italian CUNA standards abt.	I 9.8 lt GB 29 mpg																					
Fuel, oil and water	Water abt.	7.5 lt1.65 gals																					
	Fuel »	46 lt10.1 gals																					
	For best engine performance the use of premium grade fuel is advised.																						
	Fuel reserve »	6 to 7 lt1.3-1.5 gals																					
	OIL Engine (sump and filter)																						
	when full ❖ »	6.00 kg5.95 qts																					
	danger level »	4.00 kg3.95 qts																					
	Gearbox »	1.65 kg3.2 qts																					
	Differential »	1.25 kg2.5 qts																					
	Steering box Burman »	.36 kg.7 qt																					
	ZF »	.12 kg.2 qt																					
	❖ This quantity is that needed for regular changing. The total amount of oil in the circuit (sump, filter and passages) is »	6.50 kg6.5 qts																					
PERFORMANCE (with 41 : 9 final drive)	 	RUNNING-IN maximum engine r.p.m. <table><tr><td>Up to 600 mi (1000 Km)</td><td>6001 to 1900 mi (1000 to 3000 Km)</td></tr><tr><td>3500</td><td>4500</td></tr></table>	Up to 600 mi (1000 Km)	6001 to 1900 mi (1000 to 3000 Km)	3500	4500																	
Up to 600 mi (1000 Km)	6001 to 1900 mi (1000 to 3000 Km)																						
3500	4500																						
		AFTER RUNNING IN maximum speeds <table><tr><td></td><td>1st</td><td>2nd</td><td>3rd</td><td>4th</td><td>5th</td><td>Rev.</td></tr><tr><td>km/h</td><td>44</td><td>74</td><td>108</td><td>146</td><td>over170</td><td>48</td></tr><tr><td>mph.</td><td>27</td><td>46</td><td>67</td><td>90</td><td>over105</td><td>30</td></tr></table>		1st	2nd	3rd	4th	5th	Rev.	km/h	44	74	108	146	over170	48	mph.	27	46	67	90	over105	30
	1st	2nd	3rd	4th	5th	Rev.																	
km/h	44	74	108	146	over170	48																	
mph.	27	46	67	90	over105	30																	
The maximum speeds indicated should not be exceeded or mechanical damage may result. The performance given are related to the use of the vehicle in normal travelling conditions in Central Europe.																							

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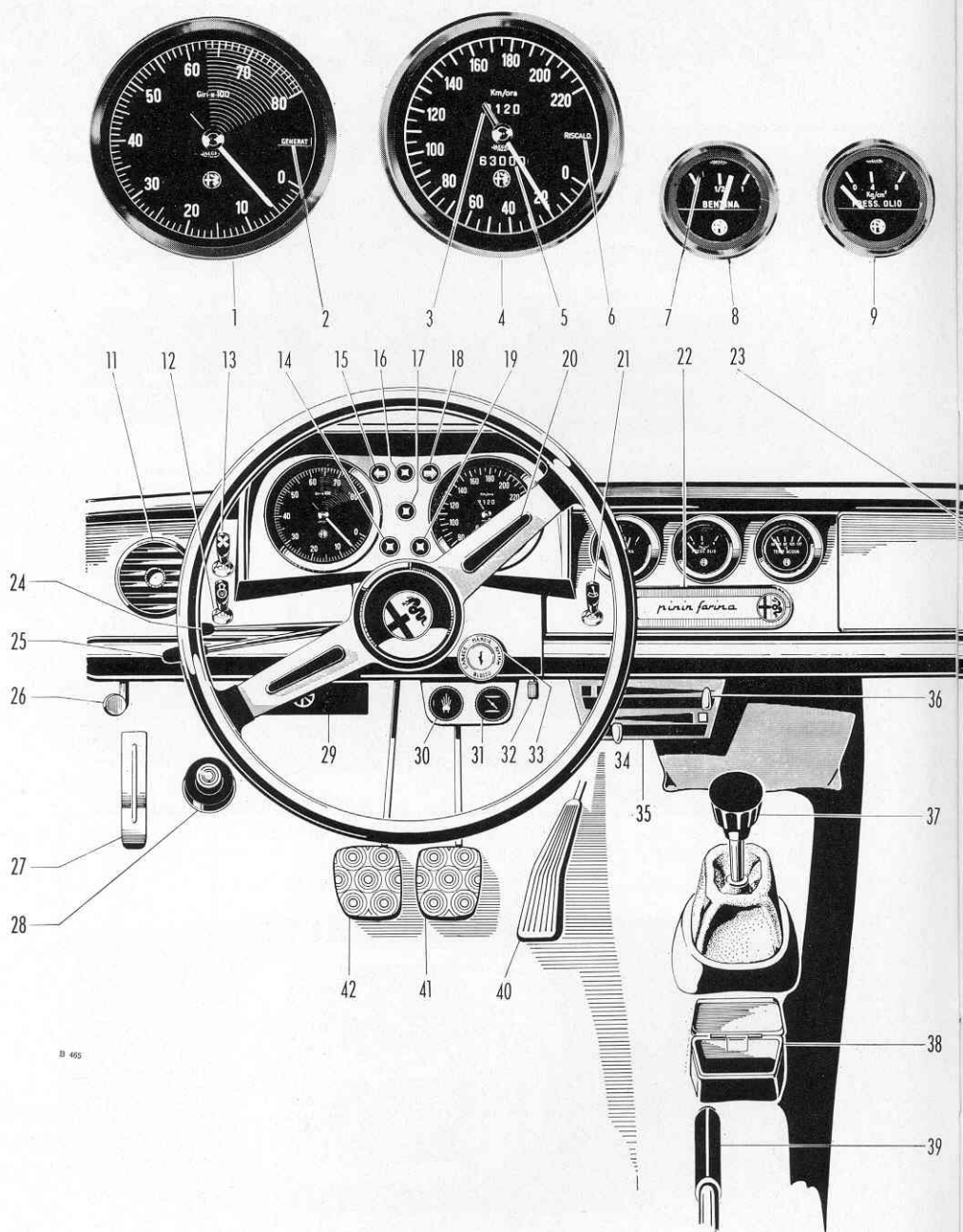
2

Alfa Romeo **1300**

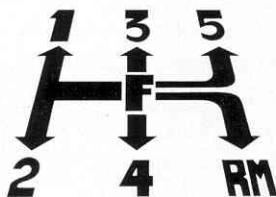
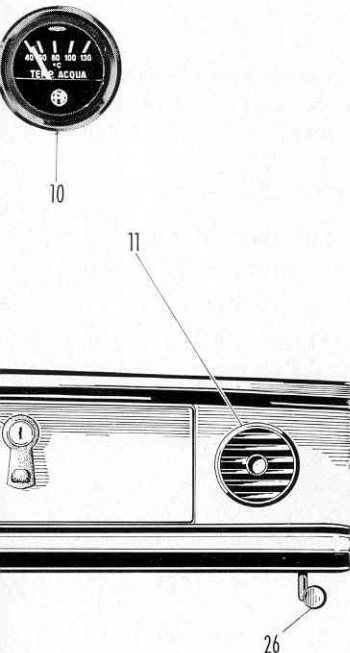


935 mm = 36.8 in.
 1274 mm = 50.1 in.
 1290 mm = 50.8 in.
 1324 mm = 52.1 in.
 1630 mm = 64.2 in.
 2250 mm = 88.6 in.
 4120 mm = 154 in.

Dimensions in mm - overall height with unladen car



To engage the REVERSE merely shift gear lever from neutral (F) as shown. ►



- 1 Tachometer
- 2 Alternator warning light
- 3 Trip odometer
- 4 Speedometer
- 5 Main odometer
- 6 Blower warning light
- 7 Fuel reserve warning light
- 8 Fuel level indicator
- 9 Oil pressure gauge
- 10 Water temperature gauge
- 14 External light warning
- 15 Warning light for L.H. direct. indicator
- 16 Brake fluid level warning light (L.H.D. only)
- 17 Handbrake warning light
- 18 Warning light for R.H. direct. indicator
- 19 Headlamp high beam warning light
- 29 Fusebox

Instruments

- 12 Instrument light switch (operates when external lights are on)
- 20 Horn
- 21 Windscreen wiper switch (2-speed)
- 24 Direction indicator switch
- 25 Light dipping and flashing switch
- 27 Bonnet catch release
- 28 Windscreen washer (when the control is pressed the windscreen wiper also comes into action)
- 30 Choke
- 31 Hand throttle
- 32 Trip odometer reset
- 33 Ignition switch & anti-theft
- 37 Gear lever
- 39 Handbrake (for emergency and parking)
- 40 Accelerator
- 41 Brake
- 42 Clutch

Controls

- 11 Ventilating air outlet (adjustable)
- 13 Blower switch
- 22 Radio compartment
- 23 Glove compartment
- 26 Air flow control (through outlets)
- 34 Temperature control
- 35 Heating, ventilating and demisting
- 36 Ventilating air control
- 38 Ash tray

Luxury fittings

From cold

Particularly when starting from cold in winter, it is advisable, in order to facilitate starting, to press the clutch pedal down fully and the accelerator through about one quarter of its stroke while at the same time operating the choke lever.

As soon as the engine fires release the ignition key.

If the engine fails to start at once, do not keep the starting motor running (or the battery will soon become discharged) but wait a few minutes and try again.

When the engine has started, move choke lever halfway back until the engine is warm and then push it down.

Do not accelerate the engine until it has warmed up, since when the engine is cold the oil cannot reach all points requiring lubrication.

Make sure the oil pressure shown by the gauge is as prescribed (minimum 7 to 14 psi —.5 to 1 Kg/cm² at idling speed).

Make sure the alternator warning light goes off as soon as engine speed exceeds idling.

Hot engine

In summer, or when the engine is already hot, do not use the choke. Starting will be facilitated if the accelerator is depressed about half way so that the carburettor throttles are opened in order to lean the mixture.

PRECAUTIONS WHILE DRIVING

Take care not to run the engine beyond the maximum R.P.M.

Check the oil pressure gauge from time to time and stop the engine if the pressure with a hot engine and at maximum revolutions should fall below 50 psi (3.5 Kg/cm²).

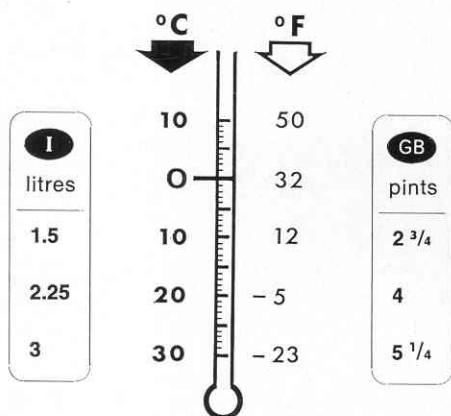
Do not drive at high speed until the oil in the engine, in the gearbox and in the differential has warmed up properly.

A warning light, located in the instrument panel (16, page 4) will alert you if the level of fluid in the reservoir falls below the minimum. If the warning light comes on, stop the car and check the brake fluid level in the reservoir; if the level is too low, check the relevant circuit for possible failure.

Do not coast downhill with the engine stopped; there will be no suction in the brake vacuum servo and a greater pressure will be needed with the brake pedal to obtain comparable braking effect.

In places where the temperature falls below freezing point, a suitable antifreeze must be added to the engine cooling water to prevent the water in the radiator from freezing while the car is in motion and the water in the engine from freezing during prolonged stops. Quantities of antifreeze to be used, depending on the lowest anticipated temperature:

Antifreeze

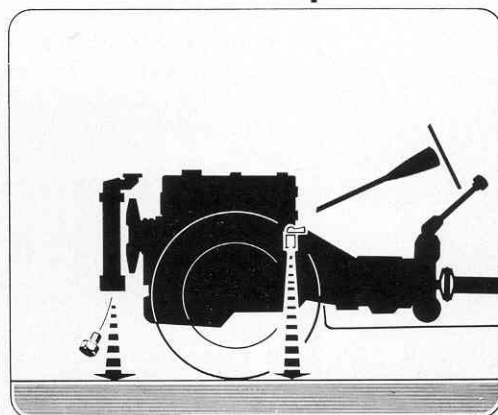


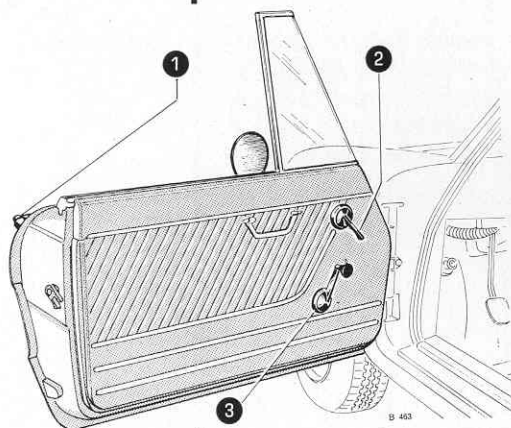
Recommended products		ALFA ROMEO std. no. 3681.69956/1
		F1 Antifreeze
		Antifreeze
		Antifreeze

Draining off the water

In icy weather even a short stop may be enough to freeze the engine water if an antifreeze has not been added.

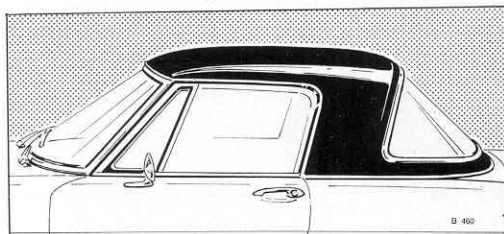
If no antifreeze is used, **to avoid very serious damage**, it is essential to drain the radiator, the engine and the heating system by opening the plug positioned at the bottom of the radiator and the valve on the left-hand side of the engine and by shifting the heater temperature control (34, page 4) to the MAX. position.





Doors

- 1 Handle: both doors can be locked from the outside.
- 2 Lever to actuate (by pushing forward) and release the safety device.
- 3 Window regulator handle.



Hard top

Provision is made for the installation of the hard top.

Attachment is effected through the hooks suitably provided on the body.

FOLDING TOP

To lower the top proceed as follows:

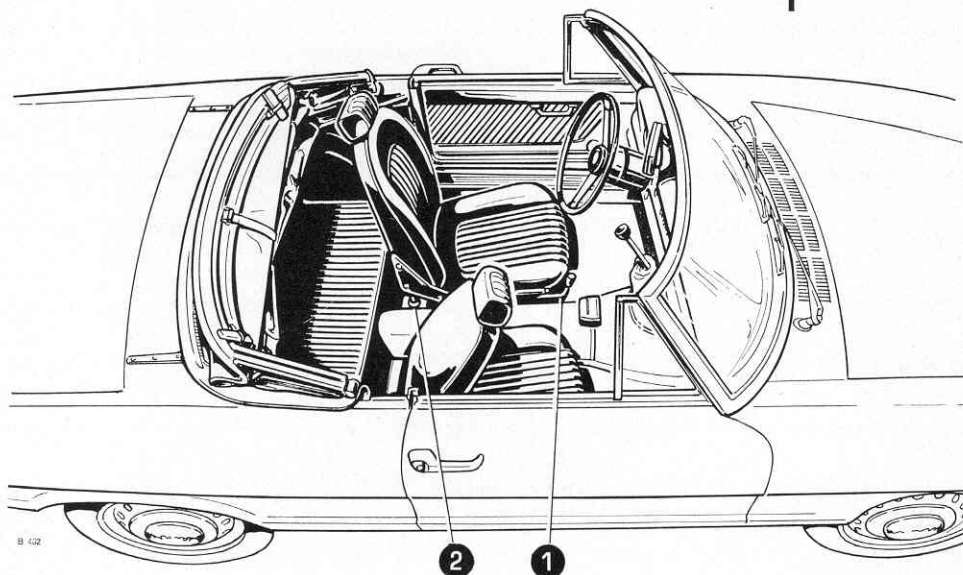
- Release the clamps, securing the top to the windscreen bow. Push the top frame backward.
- Carefully fold the top into its housing.

A cover for the folding top is provided optionally.

To fit the cover:

- Take the cover out of the boot and spread it onto the top.
- Engage the bows in the hooks on the body.
- Finally, secure the cover to the inside of the car with the fasteners.





- The car can be optionally equipped with sun visors. Provision is made for their installation.
- The positioning of the front seats is controlled by the lever 1 situated on the front edge of each seat: by freeing the lever the seat may be moved to the position desired.

Suitable adjusting screws 2 situated at the side of the seats controls the angle of the backrests; these may also be tipped forward to facilitate access of passengers to the rear seat.

Vertically adjustable headrests are provided optionally.

Sun visors

Seats



Provision is made for the fitting of safety belts.

Suitably reinforced attachment points are located:

- for lap belts: on the central tunnel and on side rails
- for shoulder belts: on the central tunnel and on rear side panels.

Furthermore, all three attachment points can be used for the installation of lap and diagonal harness.

SAFETY BELTS

PART	Grade	Commercial equivalents		
				
Engine	SAE 20 W/50 API MS	AGIP F.1 Woom SAE 20 W/50	UNIFLO	SHELL Super Motor Oil « 100 »
Gearbox Steering box and differential	SAE 90 API EP	AGIP F.1 Rotra Hypoid SAE 90	ESSO Gear Oil GX 90	SHELL Spirax 90 EP
Propeller shaft sliding yoke	NLGI 1	AGIP F.1 Grease 15	ESSO Multi-purpose Grease H	SHELL Retinax G
Front wheel bearings (see maintenance schedule)	NLGI 2/3	AGIP F.1 Grease 33 FD	ESSO Norva 275	SHELL Retinax AX

SAE - Society of Automotive Engineers

API - American Petroleum Institute

NLGI - National Lubricating Grease Institute

In countries where the above lubricants are not available, it is possible to replace them with products of other leading makes provided that **in accordance with the grades given in the table.**

Engine oil level

Regularly, check the oil level in sump taking care to push the dipstick all the way down. Never allow the oil level to fall below the MINimum or exceed the MAXimum when topping up.



Oil change (engine warmed up)

At the prescribed intervals:

With the engine stopped, drain off old oil thoroughly.
Remove the filter body and clean the inside of it.
Replace the filter element.
Refill with new oil.

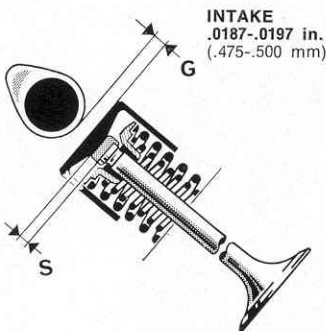
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The V-mounted overhead valves are directly operated by two camshafts acting through oil bath cups.

When the engine is cold, carefully measure the clearance **G** with a feeler gauge. If the clearance is not as specified, remove camshaf:is and valve cups; measure the thickness **S** of the adjusting pad on each valve stem and replace it with another of proper thickness so that the clearance is the correct one shown in the diagram.

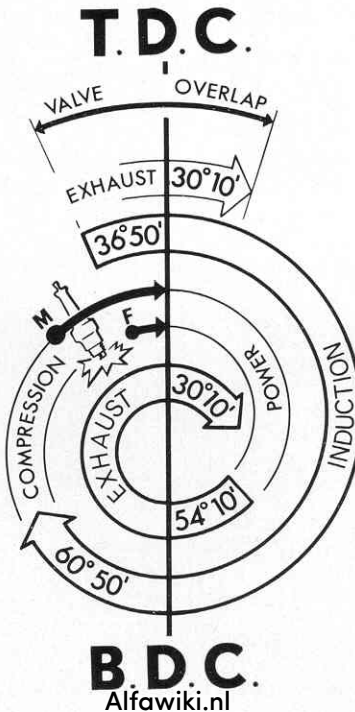
To facilitate this adjustment the pads are made available in a series of thicknesses ranging from **1.3 to 3.5 mm** (.05 to .14 in.) in increments of **.025 mm** (.001 in.).

Valve clearance adjustment



M
MAXIMUM
ADVANCE

F
FIXED
ADVANCE

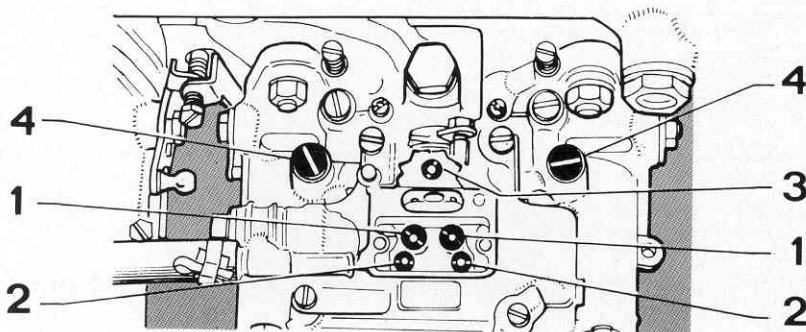


Valve clearance and timing diagram

2 CARBURETTORS

DELLORTO

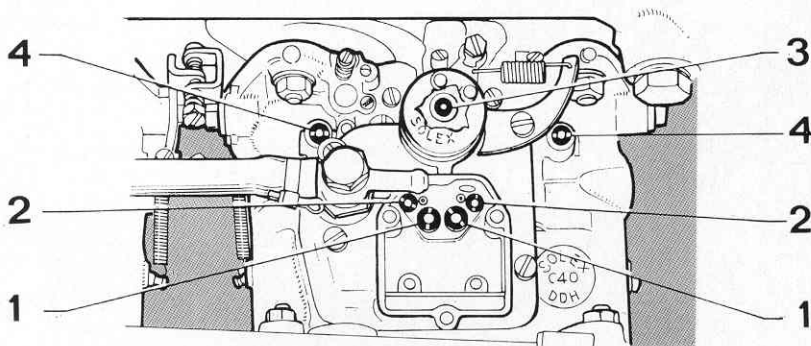
DHLA 40



2 CARBURETTORS

SOLEX

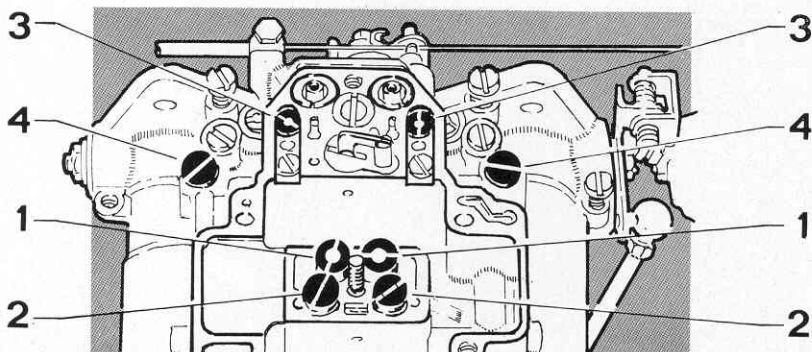
C 40 DDH-4



2 CARBURETTORS

WEBER

40 DCOE 28



❖ These carburetors are alternative equipment.

Engine maintenance

FUEL FEED
Carburettor setting

1	Main jet	110
	Main air metering jet	200
2	Idling jet	48
	Idling jet carrier	48
	{ air passage	140
	{ axial passage	220
3	Choke jet	70
4	Acceleration pump jet (horizontal spraying)	33
	Venturis (mm)	28

DELLORTO

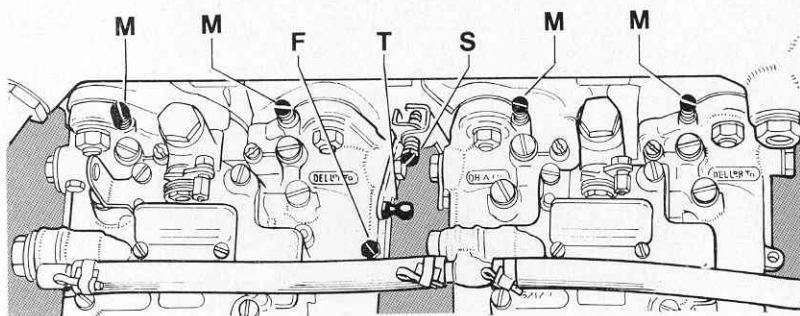
1	Main jet	137
	Main air metering jet	190
2	Idling jet	62
	Idling air metering jet	175
3	Choke jet	140
4	Acceleration pump jet (vertical spraying) .	45
	Venturis (mm)	28

SOLEX

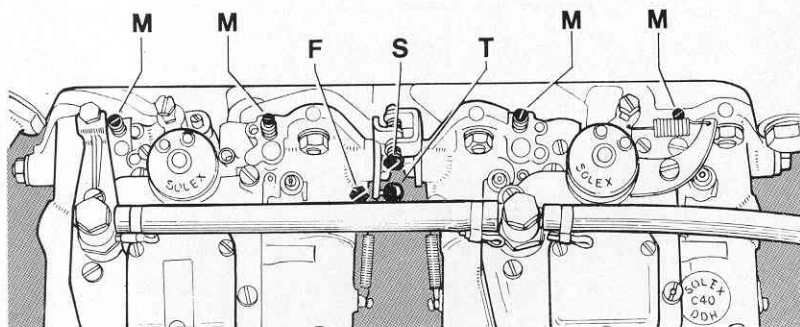
1	Main jet	112
	Main air metering jet	210
2	Idling jet (axial passage 150)	50 F 11
	Idle air metering jet (radial hole in jet) . .	120
3	Choke jet	65 F 5
4	Acceleration pump jet (horizontal spraying)	35
	Venturis (mm)	28

WEBER

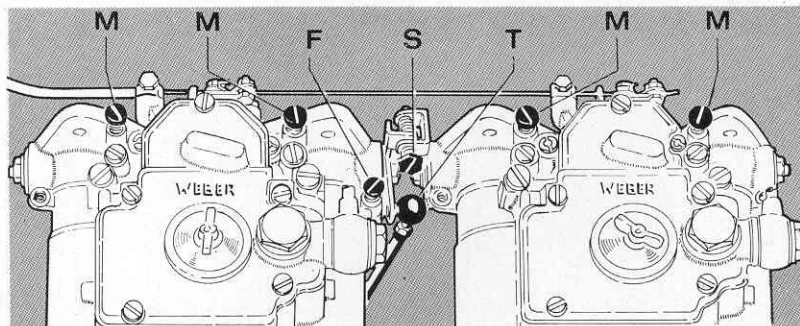
DELLORTO



SOLEX



WEBER



To adjust the idle, follow the directions given below and refer to the illustrations on the previous page.

Idle adjustment

Check the ignition timing and inspect the electric system (spark plugs, distributor, coil etc.) for proper operation.

Preparatory steps

Remove the air filter element and clean thoroughly.

Check the flexible mounts between carburettors and intake manifold for tightness.

Detach the control linkage **T** from carburettors.

Aligning the throttle valves

Slacken the screws **F** and **S** almost fully.

Operate the throttles a few times, making sure that there is no binding.

Fully depress the throttle control lever of rear carburettor so that the throttles are fully closed; then screw in the screw **S** until contact is made.

Back off screws **M** two turns from closed position (one turn only for Solex carburettors).

Idle

Tighten the screw **F** to contact, then screw it in one more turn to ensure feeding to engine.

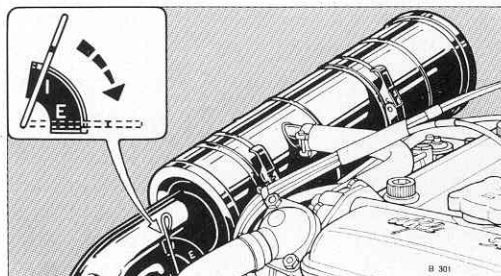
Connect the control linkage **T** to carburettors.

Start the engine and warm it up. If necessary, back off the screw **F** very slowly until the engine runs at about 700 r.p.m.

NOTE

If the engine runs unevenly, act on the screws **M** alternatively until smooth operation is obtained; then, re-adjust idle as directed above.

Air filter

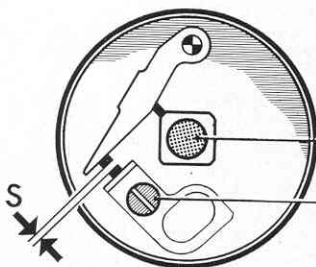


Summer/winter adjustment

The control, operated by hand, has two positions:

- upward (posit. **I**) pre-heated air in winter
- downward (posit. **E**) fresh air in summer.

IGNITION



Distributor

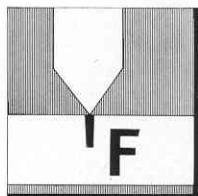
Check with a feeler gauge the contact-breaker point gap:

1 **S** = .0138 to .0157 in. (.35-.40 mm)

2 Adjust by means of screw 2 if necessary.

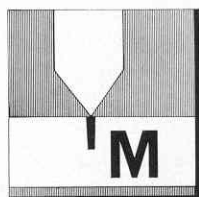
Soak the felt 1 with oil.

Checking the ignition timing



FIXED ADVANCE

3° $\pm$ 1° BTDC



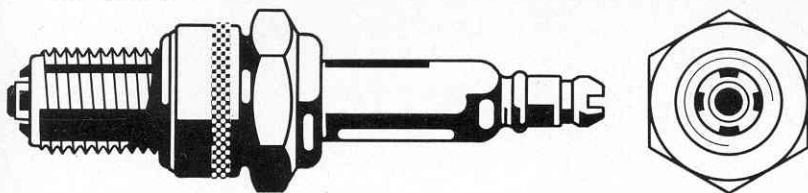
MAX. ADVANCE

40° $\pm$ 3° at 4600 rpm

The spark plugs are of the type with four points and a central electrode. The only maintenance required is occasional cleaning of the central and earth electrodes.

No routine adjustment is necessary of the gap between the electrode and points.

Spark plugs LODGE 2 HL

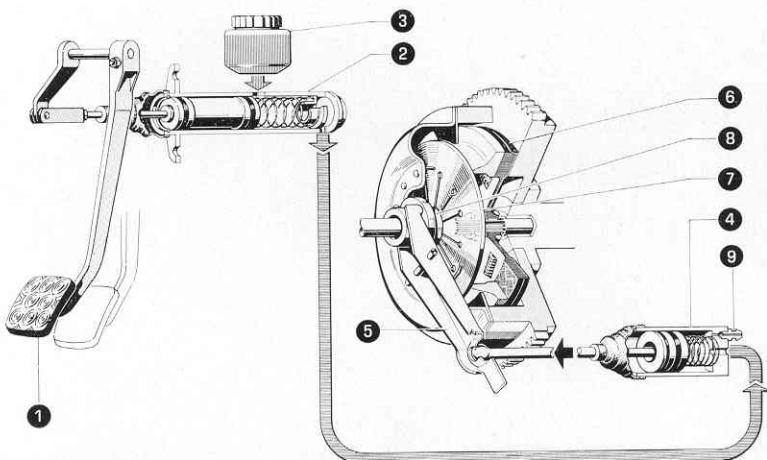


The clutch is of the self-adjusting, hydraulically-operated single-plate dry type. The clutch pedal acts on a master cylinder supplied by the fluid reservoir 3.

When the clutch pedal is depressed the fluid under pressure actuates the piston in the cylinder 4 connected to the clutch release lever 5. The driven plate 6 is controlled by means of diaphragm spring 7. This type of clutch has the throwout bearing constantly in contact with the diaphragm spring. Thus no more clearance exists and the wear is automatically taken up.

No regular adjustment of the play is required.

CLUTCH



- 1 Pedal
- 2 Master cylinder
- 3 Clutch fluid reservoir
- 4 Operating cylinder
- 5 Release lever
- 6 Driven plate
- 7 Diaphragm spring
- 8 Throwout bearing
- 9 Air bleed screw

Transmission ratios

The gearbox has 5 synchromesh forward gears, and one reverse.

The gear lever is floor mounted.

1st	3.30 : 1
2nd	1.99 : 1
3rd	1.35 : 1
4th	1.00 : 1
5th	.86 : 1
Reverse	3.01 : 1

Any inspection or adjustment of the gearbox must be done only by an **authorized Alfa Romeo Service Station**.

Check periodically oil level or change if necessary.

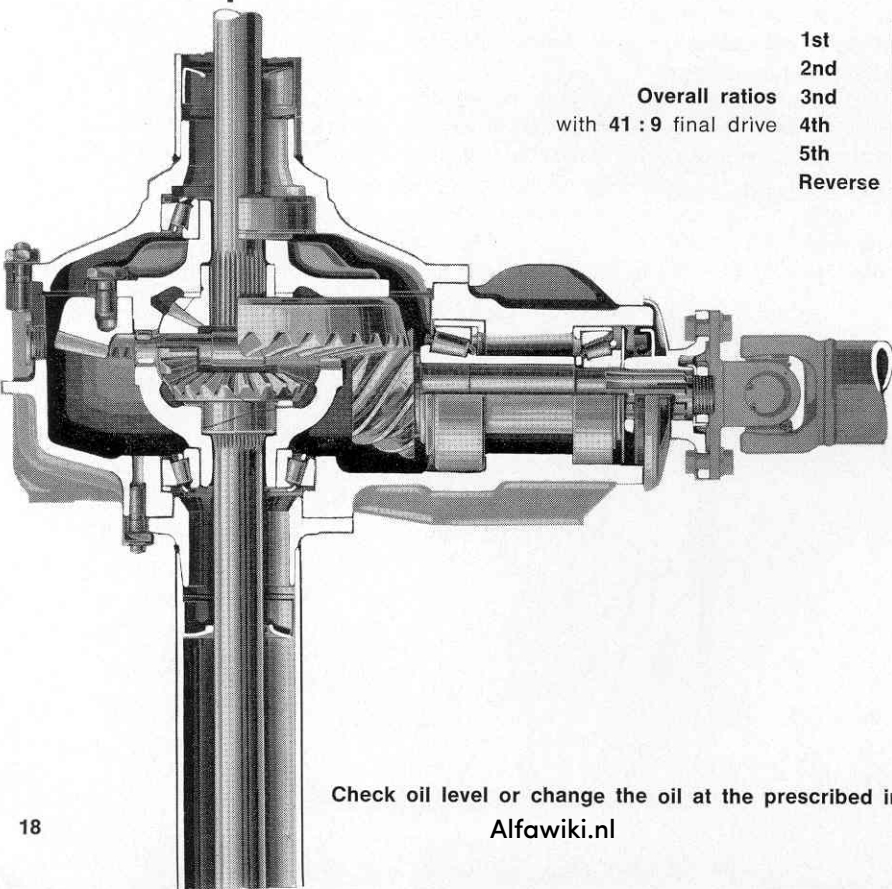
REAR AXLE

The rear axle is attached longitudinally to the supporting structure by means of two trailing arms with rubber bushes at the ends; transverse attachment is effected by means of an upper T-arm hinged to the body and to the rear axle through rubber bushes. The final drive is of the hypoid type.

1st	15.049 : 1
2nd	9.055 : 1
3rd	6.172 : 1
4th	4.555 : 1
5th	3.918 : 1
Reverse	13.710 : 1

Overall ratios

with 41 : 9 final drive

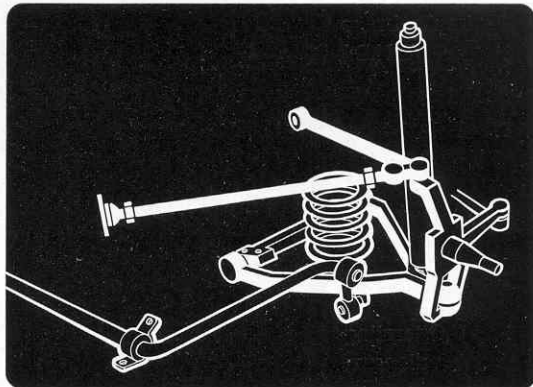


Check oil level or change the oil at the prescribed intervals.

The front wheels are independently suspended and connected to the body by transverse arms.

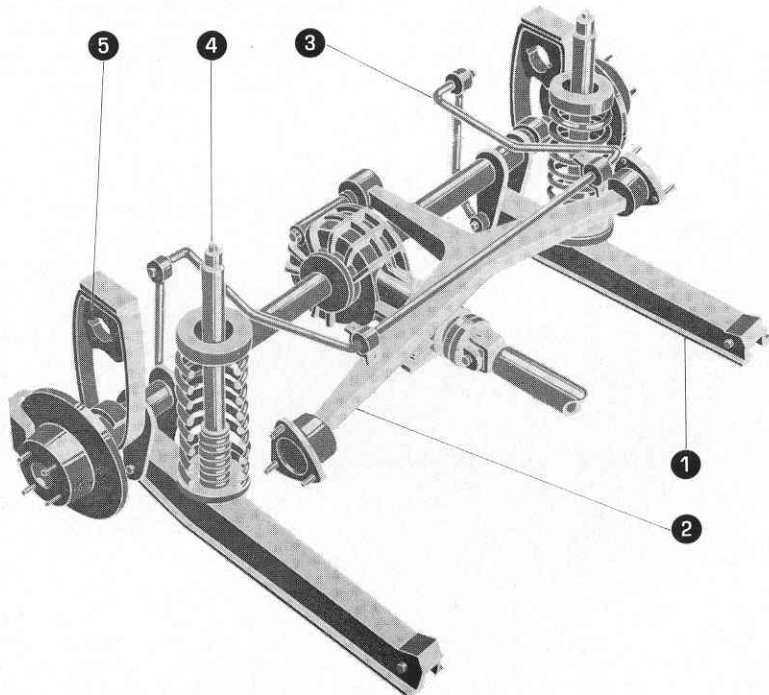
The suspension system is completed by a transverse stabilizer rod which improves the stability of the vehicle when cornering.

Suspension components require no regular lubrication.



The rear suspension consists of coil springs and large diameter telescopic shock absorbers coaxial with the springs. The suspension system is completed by a transverse stabilizer rod.

REAR SUSPENSION



- 1 Trailing arm
- 2 T-arm
- 3 Stabilizer rod
- 4 Shock absorber
- 5 Rubber buffer and rebound strap.

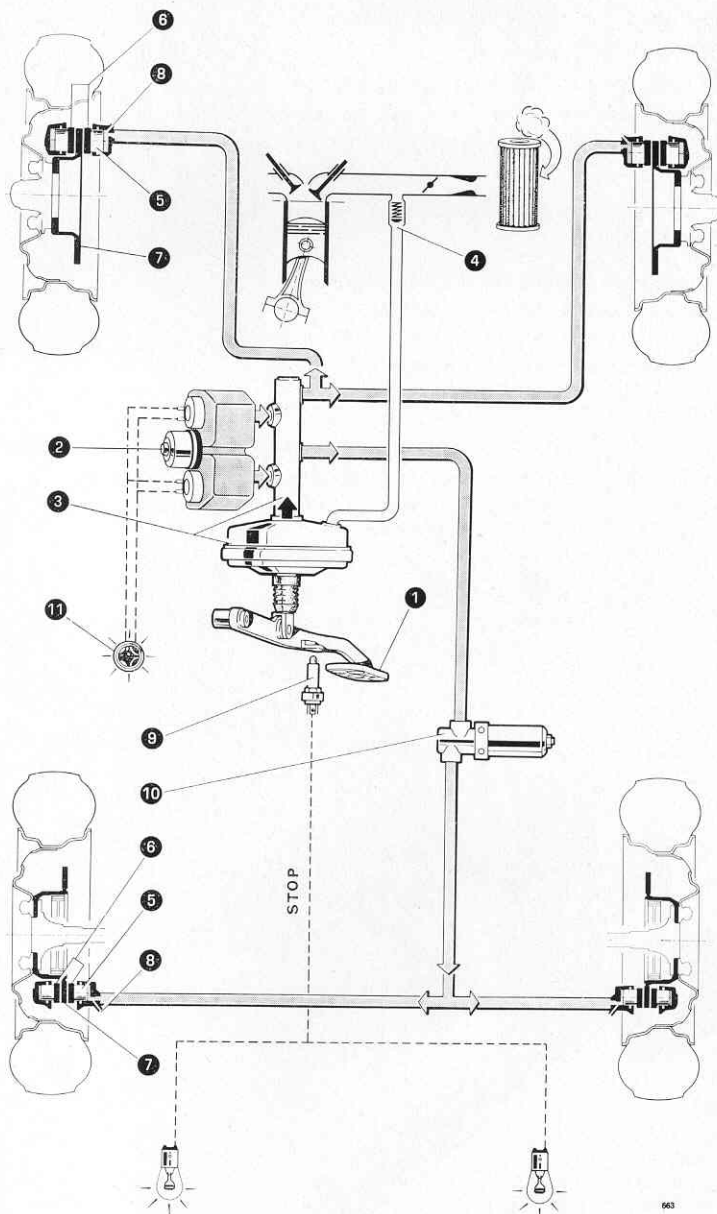


Chassis maintenance

Hydraulic brake (L.H.D.)

Operating diagram

- 1 Brake pedal
- 2 Fluid reservoirs
(with warning
light switches)
- 3 Power cylinder
- 4 Vacuum port
- 5 Plungers
- 6 Friction pads
- 7 Discs
- 8 Bleed screws
- 9 Stop
light switch
- 10 Pressure
regulator
- 11 Fluid level
warning light



663



Hydraulic brake (L.H.D.)

The brake unit consists of a dual hydraulic braking system.

Each one of the separate circuits, front and rear, is servo assisted and controlled by a tandem master cylinder, with one cylinder operating the front brakes and the other cylinder the rear brakes.

The friction pads of the front and rear brakes are directly actuated by the cylinders integral with the calipers.

The brakes are self-adjusting.

A regulator inserted in the rear brake circuit, regulates the pressure between front and rear brakes to provide balanced braking action.

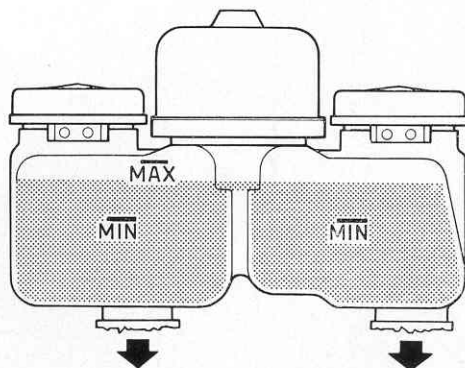
WARNING: the pressure regulator must never be tampered with; specifically, do not attempt to act on the adjusting nut as it is factory sealed.

A warning light, located in the instrument panel (16, page 4) will alert you if the level of fluid in the reservoir falls below the minimum.

If the warning light comes on, stop the car and check the brake fluid level in the reservoir; if the level is too low, check the relevant circuit for possible failure.

To maintain the brakes in good operating condition, follow the servicing instructions given below:

- Take care to prevent the minimum level of fluid in the reservoir from falling below the maximum level by more than a quarter
- For renewal or topping up, it is absolutely essential to use only fluid for disc brakes:

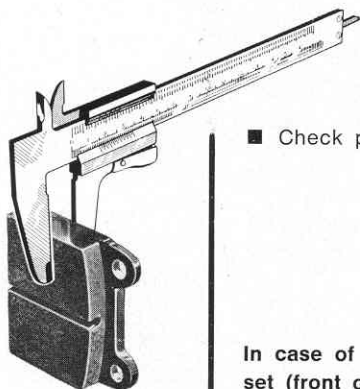


from freshly opened sealed containers. When adding fluid, leave the strainer in place so as to filter the fluid.



Chassis maintenance

Renew the brake fluid every 11,250 mi. (18,000 Km) or once a year whichever comes first. For effective and reliable operation of the brake system, the pipes must always be full of fluid and free of air bubbles.



■ Check pad thickness.

Thickness:
new
.6 in. (15 mm)

wear limit
.28 in. (7 mm)
REPLACE

In case of uneven wear of pads, it is advisable to replace the whole set (front or rear).

Handbrake system

It is mechanically-operated: the rear wheels are locked through shoes acting against a drum machined in the disc casting.

The handbrake is correctly adjusted when the wheels become locked as the lever is drawn through half its total travel.

Non-adjustable; check chassis and suspension arms for distortion, if necessary.

The turning circle may be adjusted by means of the screws **4** indicated in the diagram.

Lock steering wheel in the central position, i.e. with the spokes symmetrically disposed in relation to the vertical;

starting with the track rod **1** on the steering box side, place the corresponding wheel so that the toe-in is $1/16''$ (1.5 mm);

measure the length thus obtained of the track rod and adjust the rod **2** on the other side to a length $3/16''$ (5 mm) shorter;

bring the wheel to a $1/16''$ toe-in by adjusting the centre track rod **3**.

As measured between ball joint centres, the length should fall within the following limits:

1 **2** $10.71 \pm .3 \text{ in.}$
(272 $\pm$ 8 mm)

3 $21.26 \pm .4 \text{ in.}$
(540 $\pm$ 10 mm)

Camber

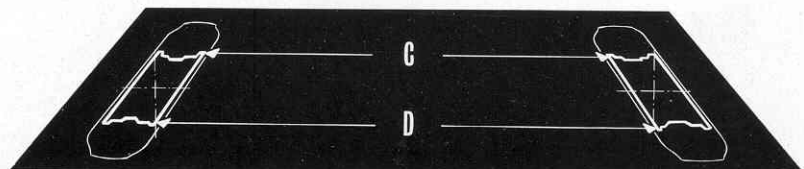
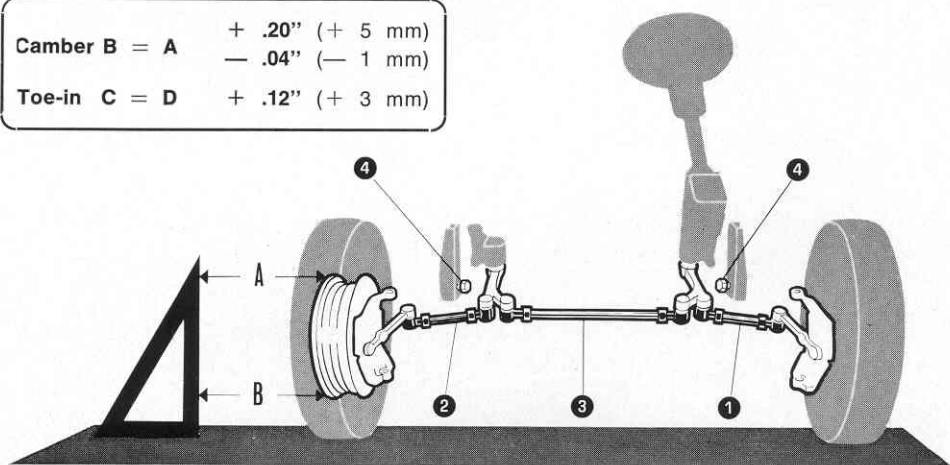
Turning circle

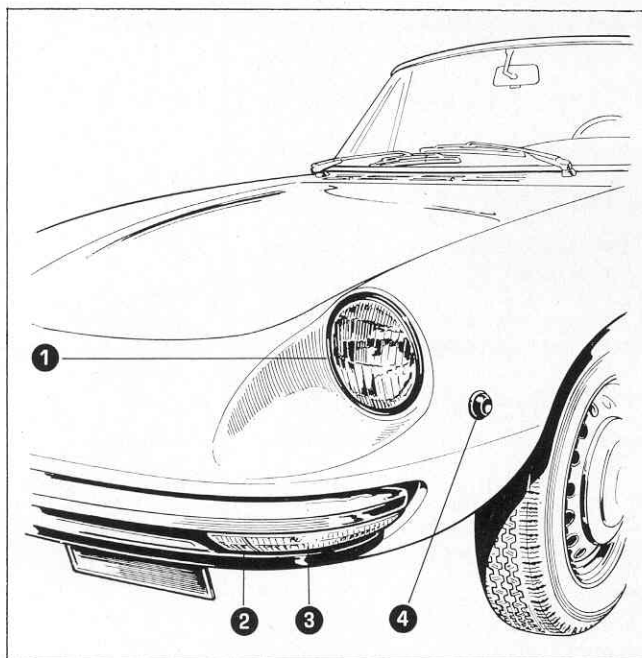
**Toe-in
adjustment**

**Length of
track rods**

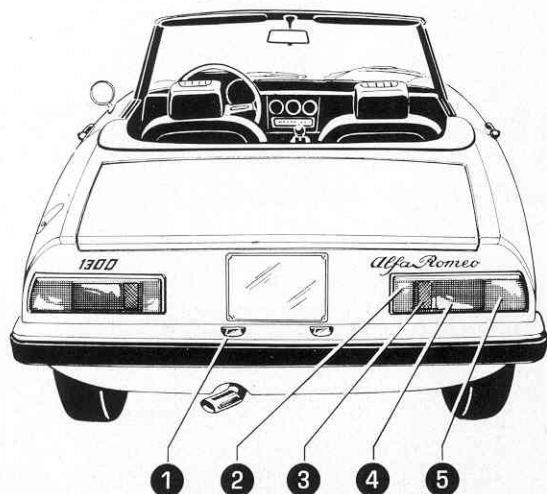
Camber B = A + .20" (+ 5 mm)
- .04" (- 1 mm)

Toe-in C = D + .12" (+ 3 mm)

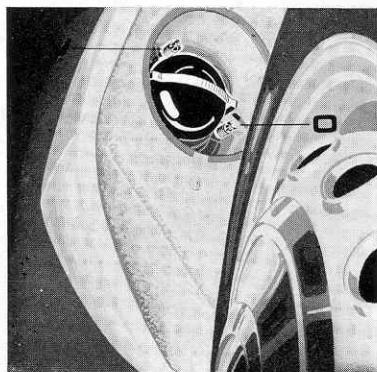




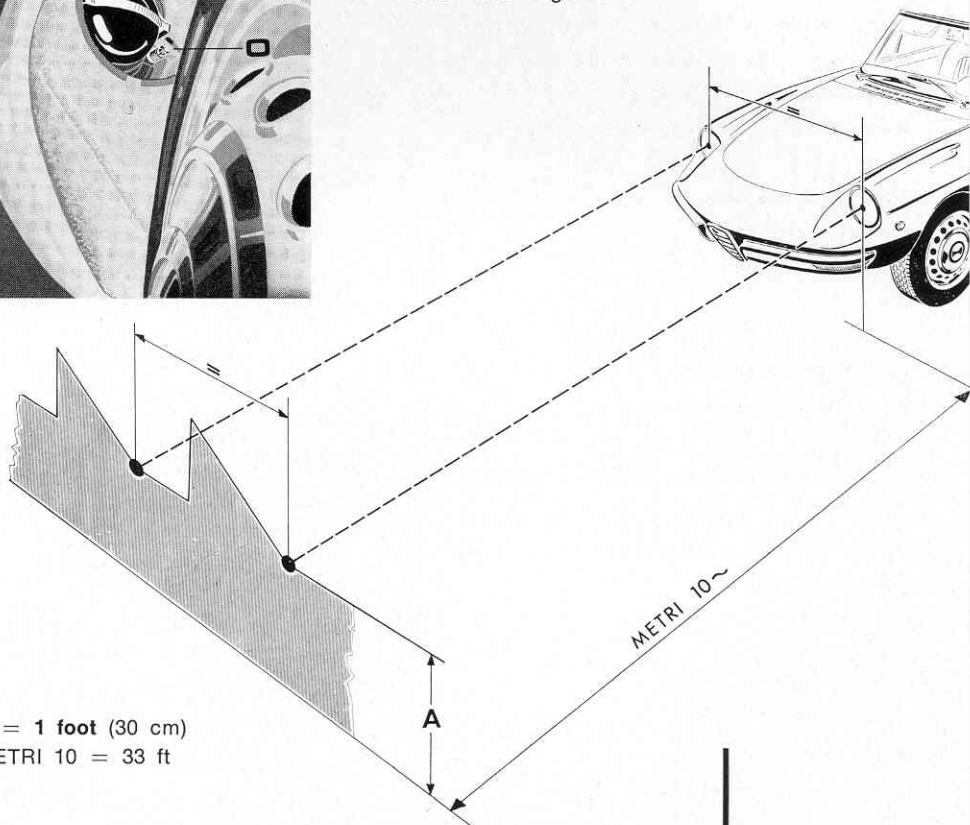
- 1 Headlamp: high/low beam
- 2 Parking light
- 3 Direction indicator (front)
- 4 Direction indicator (side)



- 1 Number plate light
- 2 Reversing light
- 3 Reflector
- 4 Parking and stop light
- 5 Direction indicator (rear)



V = Vertical alignment.
O = Horizontal alignment.



A = 1 foot (30 cm)
METRI 10 = 33 ft

To align the beams, position the car, unloaded on level ground away from a screen perfectly vertical and check for dimension **A** as shown in the figure.

Proceed as follows:

- Remove the protecting cover by unscrewing the wingnut from the wheelhouse.
- Align the beams by adjusting the proper wingnuts.

From the wheelhouse remove the following:

- the protective cover;
- the metal housing;
- the lamp holder after having disconnected the feed wire and the spring clips.

Setting

Replacing a bulb

Wiring diagram

- 1 Battery 12 V-60 Ah
- 2 Coil Bosch K 12 V
- 3 Ignition distributor . . Bosch JF 4
- 4 Starting motor . . . Bosch EF (R) 12 V 0,7 PS
- 5 Alternator Bosch K1 (RL) 14 V 35 A 20
- 6 Voltage regulator . . Bosch AD 1/14 V
- 7 Windscreen wiper . . Bosch WS 4903 AR 2 A (O)
- 8 Horns
- 9 Flasher unit, directional
- 10 Fuel level sender
- 11 Fusebox (8-amp. fuses)
- 12 Junction box
- 13 Relay
- 14 Coolant temperature gauge bulb
- 15 Oil pressure gauge sender
- 16 Blower motor
- 16a Microswitch for brake fluid level warning light

SWITCHES

- 17 Parking lights, headlamps and flashing
- 18 Direction indicator
- 19 Horn control
- 20 Stop lights
- 21 Reversing lights
- 22 Dashboard lights
- 23 Blower motor
- 24 Windscreen wiper motor
- 25 Ignition and starting
- 26 Windscreen washer, foot operated
- 27 Engine compartment light
- 28 Ceiling light (microswitch on door jambs)

- 29 Ceiling light (toggle switch in mirror)

- 29a Parking brake warning light

BULBS

- 30 High/low beam 45/40 watt
- 31 Parking & Stop lights 5/21 watts
- 32 Front direction indicators } 21 watts
- 33 Rear direction indicators }
- 34 Reversing lights }
- 35 Front parking lights } 5 watts
- 36 Number plate light }
- 37 Engine compartment light }
- 37a Boot light } 5 watts
- 38 Ceiling light (in mirror) }
- 39 Side direction indicator 4 watts
- 40 Instrument light }
- 41 Alternator warning light } 3 watts
- 42 Blower warning light }
- 43 Fuel reserve warning light }
- 44 Direction indicator warning lights }
- 45 Parking light warning } 1.2 watt
- 46 High beam warning light }
- 47 Brake fluid level warning light }
- 48 Parking brake warning light }

CABLE COLOR CODE

AZ blue	GR grey	RO pink
BI white	MA brown	RS red
GI yellow	NE black	VE green
AR orange		

The figure following the color code on the diagram shows the wire gauge in mm².

PLATE ON FUSEBOX

- 1, 2, 3 Main devices
- 4, 5 Parking lights
- 6 Indicating devices
- 7 L.H. high beam
- 8 R.H. high beam
- 9 L.H. low beam
- 10 R.H. low beam



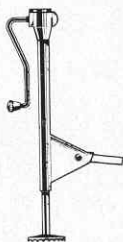
EQUIPMENT

In the boot:

- Spare wheel under the mat



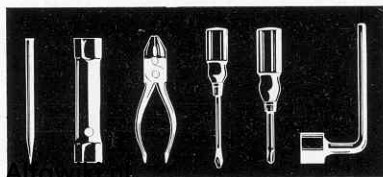
- Jack on the bulkhead



- Tool kit at the L.H. side

Tool kit

- Wheel brace
- Pliers
- Box spanner for plugs
- Tommy bar for plug spanner
- Phillips screwdriver
- Screwdriver



TYRES

Inflation pressures when cold (Kg/cm²)

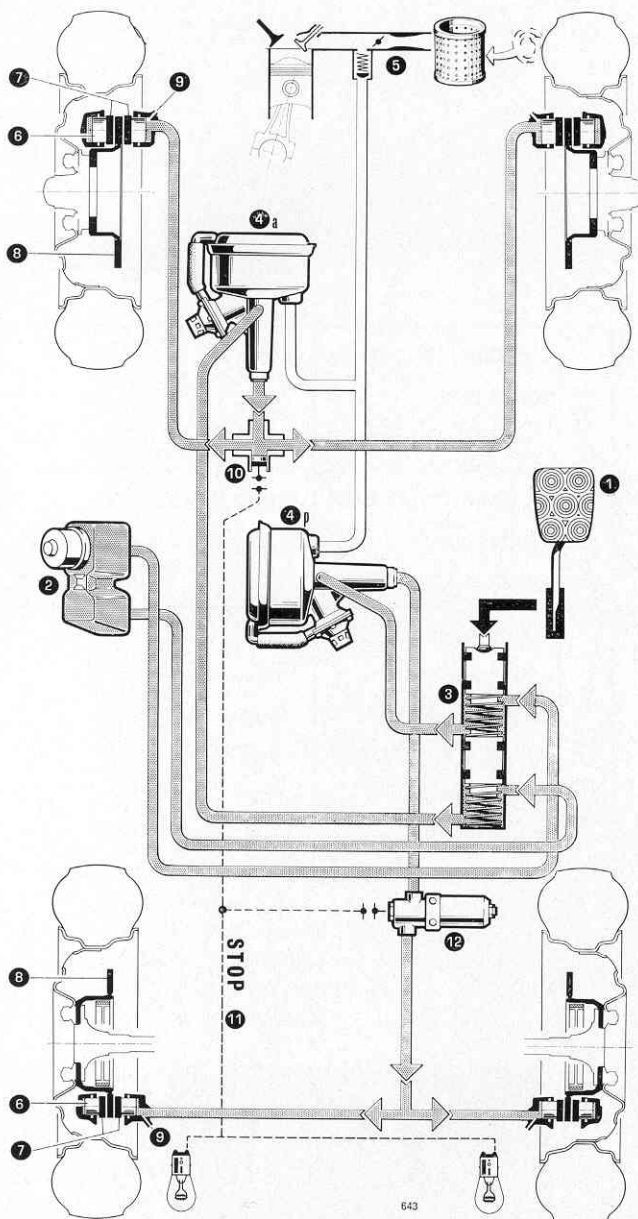


155 SR 15"	KLEBER COLOMBES	V 10 GT	1.6	1.7	With reduced load and touring riding
	MICHELIN	ZX			
	PIRELLI Cinturato	S			
	KLEBER COLOMBES	V 10 GT	1.9	2.2	With full load and top range of speed
	MICHELIN	ZX	1.7	1.9	
	PIRELLI Cinturato	S	1.8	2.1	
165 SR 14"	CEAT DRIVE	D2	1.7	1.8	Under all conditions
	CONTINENTAL	Ri P			
	GOOD YEAR	G 800			
	KLEBER COLOMBES	V 10			
	MICHELIN	ZX			
	PIRELLI Cinturato	SR			

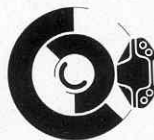


Variants in right-hand drive

Brake
operating
diagram



- 1 Brake pedal
- 2 Fluid reservoir
- 3 Master cylinder
- 4_a Vacuum servo for front brake circuit
- 4_p Vacuum servo for rear brake circuit
- 5 Vacuum connection
- 6 Slave cylinders
- 7 Friction pads
- 8 Discs
- 9 Bleed screws
- 10 Stop light switch
- 11 Stop light cable
- 12 Pressure regulating valve



Hydraulic brake

The brake unit consists of four discs on all wheels operated by a dual hydraulic system. Each one of the separate circuits, front and rear, has a vacuum servo controlled by a tandem master cylinder with one cylinder operating the front brake servo and the other cylinder the rear brake servo. The friction pads of the front and rear brakes are directly actuated by the cylinders integral with the calipers. The brakes are self-adjusting. A valve inserted in the rear brake circuit, regulates the pressure between front and rear brakes to provide balanced braking action.

WARNING: This valve must never be tampered with; specifically do not attempt to act on the adjusting nut as it is factory sealed.

BLEEDING THE SYSTEM

For the brake system bleeding procedure refer to the directions applicable to Left Hand Drive.

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