CAMSHAFT

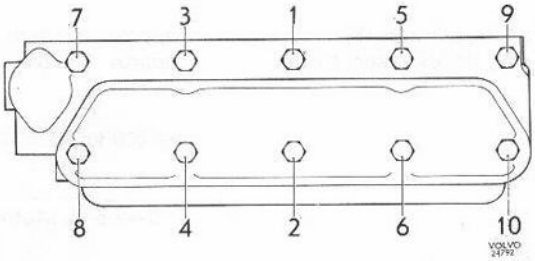
Permissible out-of-round (with new bearings) max.	0.07 mm (0.0028″)
Bearings, permissible wear, max.	0.02 mm (0.0008″)

TIMING GEARS

Permissible backlash, max.	0.12 mm (0.0048″)

TIGHTENING TORQUES

	Nm	Lb. ft.
Cylinder head (oiled screws)	90	65
Main bearings	120—130	87—94
Big-end bearings	52—58	38—42
Flywheel	50—55	36—40
Spark plugs	35—40	25—29
Camshaft nut	130—150	94—108
Bolt for crankshaft pulley	70—80	50—58
Alternator bolt (1/2″)	70—85	50—60
Nipple for oil filter	45—55	32—40
Sump bolts	8—11	6—8



Tightening sequence for cylinder head bolts

Tightened in 3 stages. 1st stage: 40 Nm (29 lbft) 2nd stage: 80 Nm (58 lbft) 3rd stage: 90 Nm (65 lbft) after driving car for 10 minutes.

ELECTRICAL SYSTEM

BATTERY

Type	Tudor 6 EX 3 op or equivalent
Grounded	Negative terminal
System voltage	12V
Battery, capacity, standard	60 Ah
Specific gravity of electrolyte:	
Fully charged battery	1.28
When recharging is necessary	1.21
Recommended charging current	5.5 A

ALTERNATOR

B 20 A, l-h steering	Bosch 14 V 35 A
B 20 A, r-h steering	Marshall 14 V 35 A
B 20 B and D, l-h and r-h steering	Marshall 14 V 35 A
B 20 E and F	Marshall 14 V 55 A

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Output	490 W
Max. amperage	35 A
Max. speed	250 r/s (15000 r/m)
Direction of rotation	Optional
Ratio: engine — alternator	1:2
Min. length, brushes	5 mm (0.2″)
Tightening torque: Attaching screws	28—30 Nm (2.0—2.2 lb ft)
Nut for pulley	40 Nm (29 lb ft)

Test values

Field winding resistance	5.2±0.2 ohm
Voltage drop across isolating diode	0.8—0.9 V
Output test	30 A (min. at 50 r/s=3000 r/m and approx. 13 V)