STEERING.

By rack and pinion, giving an overall ratio at the straight - ahead position of 17:1.

STEERING WHEEL DIAMETER. . . . . 13.8 IN

TURNS LOCK TO LOCK 3.2

TURNING CIRCLE . . . . . 34FT 1.5 IN

TURNING CIRCLE BETWEEN WALLS . . . . . 35 FT 9 IN

SUSPENSION: Front

Derived from the Renault 5 Gordini, with modifications to the hub - carriers to accept special bearings and brakes. The geometry is kinematically that of two lateral four - bar linkages, described by pairs of wishbones. Independently sprung by 0.728 in diameter longitudinal torsion bars acting on the lower wishbones, they are linked by a transverse anti - roll torsion bar of 0.827 in diameter. Telescopic hydraulic dampers act on the lower wishbones.

SPRING RATE AT WHEELS. . . . . 147LB / IN

CAMBER UNLADEN . . . . . 0 DEGREES 30 MINUTES + 30 MINUTES

CASTOR . . . . . 11 DEGREES 30 MINUTES

KINGPIN INCLINATION . . . . . 15 DEGREES

TOE - IN/OUT POSS/NEG . . . . . 1 + /- 1MM

UNLADEN POSS /NEG . . . . . 0^10' +/ - 10'

SUSPENSION: Rear

Independent, again by pairs of wishbones linked by a transverse anti - roll torsion bar of 0.906 in diameter, and sprung by helical coils (with concentric telescopic hydraulic dampers) acting on the upper wishbones.

SPRING RATE AT WHEELS . . . . . 243 LB / IN

CAMBER UNLADEN . . . . . - 2 DEGREES + 30 MINUTES

TOE-IN . . . . . 0.1 IN + 0.04 IN

WHEELS

Attached by 4 studs each, these have the special metric profiles which correspond to Michelin TRX tyres. Imperial dimensions, given in brackets, are for guidance only; there are no corresponding inch - sized wheels. Tightening 80 (8) Nm (Kgm)

FRONT. WIDTH 135 MM (5.3 IN), DIAMETER 340MM (13.4 IN) INSET 3.5 MM (0.14 IN)

REAR. WIDTH 195 MM (7.7 IN), DIAMETER 365MM (14.4 IN) OUTSET 15 MM (0.59 IN)

TYRES

FRONT. 190 / 55 HR340 TRX, MINIMUM PRESSURE 22LB / IN (1.5 BAR)

REAR. 220 / 55 VR365 TRX, MINIMUM PRESSURE 29 LB / IN (2 BAR)

BRAKES

Operated hydraulically with power assistance from a 5 inch diameter Master Vac Servo, the system is protected by Nivocode warning lights. Double circuits are arranged by separating the front and rear lines, with the aid of a tandem master cylinder of 0.937 in. diameter. A pressure washer limiter varies the distribution of braking effort between front and rear wheels according to braking force.

The distribution is also governed by different brake cylinder diameters: 1.34 at the front, 2.126 at the rear. In other respects the front and rear