	INLET CLOSES 52 DEG ABDC
	EXHAUST OPENS 66 DEG BBDC
	EXHAUST CLOSES 14 DEG ATDC
	OVERLAP 42 DEG
VALVE CLEARANCE	INLET 0.3 (0.006)MM (INS) COLD 0.012 I; EXHAUST 0.4(0.008)MM (INS) COLD 16.
MAXIMUM PERMITTED CRANKSHAFT RATE.	6,500 REV / MIN.
OIL PRESSURE	3 BAR
MAXIMUM POWER	160 BHP DIN (116 KW ISO) AT 6,000 REV / MIN.
MAXIMUM TORQUE.	155 LB / FT (322.1 NM) AT 3,250 REV / MIN.
TIGHTENING TORQUE'S. . .	CYLINDER HEAD STAGE 1 55 - 60 (5. 5-6) NM (KGM)
	MAIN BEARINGS 55 - 65 (5- 5 TO 6.5) NM (KGM)
	BIG END BEARINGS 45 (4.5) NM (KGM)
	FLY WHEEL DRIVE PLATE 50 (5) NM (KGM)

TRANSMISSION.

The clutch is controlled hydraulically through a ball - bearing thrust race acting against the diaphragm spring which clamps two driven plates on a hub incorporating a torsion damper. The friction facings are pf 7.5 in diameter externally and 5.3 in internally.

The type 369 gearbox is derived from the Renault 30TX and contains 5 forward ratios(each with syncromesh) and reverse, in an aluminium alloy casing. Control is by a floor - mounted lever.

The number of mating teeth and ratios:-

1ST	37 / 11	3.364:1
2ND	35 /17	2.059:1
3RD	29 /21	1.381:1
4TH	37 /35	1.057:1
5TH	33 /38	0.868:1
REV	35 /11	-3.182:1

The final drive gearing does not incorporate a self locking differential

35 /39 3.899:1

On the specified tyres, rolling 870 rev / mile, the following overall gear ratios yield the corresponding road speeds at 1,000 crankshaft rev / min :

1ST	13.08:1	5.28 MPH
2ND	8.01:1	8.61
3RD	5.37:1	12.85
4TH	4.11:1	16.78
5TH	3.38:1	20.43
REV	12.36:1	-5.57

The drive shafts from the differential to the rear wheels have 3.23in diameter tripod joints.