

YEAR and MODEL	1969-71 2130 engines	1969-71 2250 engines	1969-71 2600 engines	1970-72 2850 engines	1970-72 GTR XU-1
ENGINE IDENTIFICATION *	1969-70, 130T; 1970-71, CA 2.130 CAPACITY (litres) 8.8 COMPRESSION RATIO (1:1) 67 DEVELOPED KW/HORSEPS 102(1)(2) CYL. HEAD TORQUE (N m) VALVE CLEARANCES Inlet (mm) Exhaust (mm) COMP. PRESSURE (kPa)	L.C., 2250L; H.C., 2250H(9) 2.261 CC. 7.8; 2250L, 8.0(10) CC. 67; 2250L, +H, -CB, 71 102(1)(2) Hydraulic lifters 825 minimum; 1971, 1 035 140	L.C., 2600L; H.C., 2600H(11) 2.638 2600L, 8.2; 2600H, 5, 9.2 2600L, 8.2; 2600H, 6; 830S, 93 102(1)(2) Hydraulic lifters 825 minimum; 1971-72, 1 035 140	L.C., CE; H.C., CD(12) 2.835 CE, 8.3; CD, CF, 9.4 CE, 8.4; CD, 8.8; CF, 9.7 102(1)(2) Hydraulic lifters 1 035 140	1970, 3100X; 1971-72, CK 3.048 10.0 3100X, 119; CK, NS 102(1)(2) Hydraulic lifters 1 170 approx. 140
IGNITION SYSTEM					
SPARK PLUGS	AC 44T	AC 44T	AC 44T	AC 44T	AC 44T
Gap (mm)	0.95	0.95	0.95	0.95	0.95
Torque (N m)	30-38	30-38	30-38	30-38	30-38
DISTRIBUTOR	Bosch PFUG1	Bosch 29D61	Bosch PFUG1	Bosch PFUG1	Bosch PFUG1
Model or Service Number	9 230 062 6071	6 92504545AT	9 230 062 601	9 230 062 610	9 230 062 610
Gap (mm)	0.5-0.65	0.45-0.6	0.5-0.65	0.5-0.65	0.5-0.65
Dwell (°)	30-34	30-34	30-34	30-34	30-34
Spring Tension (N)	4.73-5.84	5.0-6.12	4.73-5.84	4.73-5.84	4.73-5.84
AUTOMATIC ADVANCE					
Centrifugal—Code	NS	NS	NS	NS	NS
Starts (rpm)	500-750	475-750	500-725	NS	NS
Intermediate (° @ rpm)	18-22 @ 2 200	18-22 @ 2 000	18-22 @ 2 000	25-29 @ 2 000	20-24 @ 2 000
Maximum (° @ rpm)	24-28 @ 3 800	24-28 @ 3 800	31-35 @ 800	31-35 @ 800	31-35 @ 6 000
Vacuum—Code	NS	NS	NS	NS	NS
Starts (mm Hg)	127-178	38-178	127-178	127-178	127-178
Finishes (mm Hg)	216-260	216-260	221-260	216-260	222-262
Maximum (°)	11-15	11-15	11-15	11-15	11-15
Total Advance (°)	35-43	35-43	42-50	42-50	34-42
CONDENSER Capacity (µF)	0.15-0.20	0.15-0.20	0.15-0.20	0.15-0.20	0.15-0.20
COIL	Bosch 1	Lucas 8C121	Bosch U-KOW 12V	Bosch U-KOW 12V	Bosch U-KOW 12V
Model or Service Number	U-25 OK 12N-6-51	629410391	9 220 061 409	9 220 061 409	9 220 061 409
Primary Resistance (Ω)	3-2-3.5	1.48-1.58	1.45-1.55	1.45-1.55	1.45-1.55
Secondary Resistance (Ω)	NS	NS	NS	NS	NS
Ballast Resistance (Ω)	1.85-05	1.85-05	1.85-05	1.85-05	1.85-05
TIMING SETTING					
Degrees B.T.D.C. (@ rpm)	5 @ idle	5 @ idle	5 @ idle	5 @ 500	3100X, 5 @ 550; CK, 10 @ 900
FUEL SYSTEM					
FUEL PUMP	AC mechanical	AC mechanical	AC mechanical	AC mechanical	AC mechanical
Pressure (kPa @ rpm)	21-28 @ variable	21-28 @ variable	21-28 @ variable	21-28 @ variable	21-28 @ 3 600
Volume (l/min @ rpm)	0.57 @ 500	0.57 @ 500	0.57 @ 500	0.57 @ 500	0.57 @ 500
CARBURETOR	Bendix Stromberg	Bendix Stromberg	Bendix Stromberg	Bendix Stromberg	Bendix Stromberg
Auto. Choke Setting (notches)	NA	NA	1V, NA; 2V, 1 lean	1V, NA; 2V, 1 lean	1V, NA; 2V, 1 lean
Idle Mixture Final Setting	5-15 rpm above idle(13)	5-15 rpm above idle(13)	5-15 rpm above idle(13)	5-15 rpm above idle(13)	5-15 rpm above idle(13)
CO—Air/Fuel Ratio (1:1)	NS	NS	NS	NS	NS
Mixture Screw	1 turn	1 turn	1V, 1 turn; 2V, 1½ turns	1V, 1 turn; 2V, 1½ turns	2½ turns
IDLE SPEED (rpm)	525D, 1971-72, 500D	525D; 1971-72, 500D	(6)	(6)	1971-72, 900
CHARGING SYSTEM					
BATTERY Polarity	Negative	Negative	Negative	Negative	Negative
SAA Assembly	44, 48	44, 48	44, 48	44, 48	44
Amperes Hours	Ustd, 222-267; New, 378-423	Ustd, 222-267; New, 378-423	Ustd, 222-267; New, 378-423	Ustd, 222-267; New, 378-423	Ustd, 222-267; New, 378-423
BELT TENSION.					
RATIAL ALTERNATOR	Bosch UK1(RL)14V35A201	Bosch UK1(RL)14V35A201	Bosch UK1(RL)14V35A201	Bosch UK1(RL)14V35A201	Bosch UK1(RL)14V35A201
Model or Service Number	9 120 060 6001	62921216AT	9 120 061 6611	14AC-4D1	9 120 060 602, -6791
Output (A @ rpm @ V)	35 @ 4 650 @ 14.0	35 @ 4 460 @ 14.0	35 @ 4 650 @ 14.0	37.5 @ 4 460 @ 14.0	35 @ 4 650 @ 14.0
Field Resistance (Ω)	4.0(Ω) ± 10%	3.2(Ω) ± 20%	4.0(Ω) ± 10%	4.0(Ω) ± 10%	4.0(Ω) ± 10%
REGULATOR	Bosch U-AD1 14V1	Bosch 6TR1	Bosch U-AD1 14V1	Lucast	Bosch U-AD1 14V1
Model or Service Number	0 190 601 0041	62938101A	0 190 601 0051	9A1R1	0 190 601 0041
Cutout Closing (V)	NA	NA	NA	NA	NA
Reverse Current (A)	NA	NA	NA	NA	NA
Current Regulator (A)	NA	NA	NA	NA	NA
Voltage Regulator (°C)	13.3-14.1 (Cold, under load)	13.7-14.1 @ N.O.T.	13.3-14.1 (Cold, under load)	13.8-14.5 @ 20	13.3-14.1 (Cold, under load)
WHEEL ALIGNMENT					
(3)	(3)	(3)	(3)	(3)	(3)
Caster	+10, +20(4)(5)	+10, +20(4)(5)	+10, +20(4)(5)	+10, +20(4)(5)	+10, +20(4)(5)
Camber	0°-1°(5)	0°-1°(5)	0°-1°(5)	0°-1°(5)	0°-1°(5)
Toe-In (mm)	0-1.52	0-1.52	0-1.52	0-1.52	0-1.52
Toe-Out on Turns	NS	NS	NS	NS	NS
Outside Wheel	NS	NS	NS	NS	NS
Inside Wheel	NS	NS	NS	NS	NS
Steering Axis Inclination	7°42'-8°42'	7°42'-8°42'	7°42'-8°42'	7°42'-8°42'	7°42'-8°42'

- * Prefix to engine number located on right hand side of engine block
after engine mounting.
- Final step, 1st step, 41 N m.
 - After finally torqued bolts should not be disturbed.
 - Vehicle unladen, with full fuel tank or equivalent load. Suspension height to be 241.3 mm except GTR, 234.5 mm when measured from floor to centre of control arm fulcrum bolt.
 - Before checking caster, check to ensure that the control rod is set so that 23.83 mm of thread protrudes past the inner nut.
 - Maximum variation between sides must not exceed 30'.

- 1V: 1970, 525 in Drive; 1971-72, 500 in Drive. 2V: 1969-71, 575; 1971-72, 500.
- Fitted to CK engine, Bosch 9 230 062 618.
- 1969-70, 3.5.
- 1971-72 models: Low compression, CK, CKH. High compression, CB.
- 102 2250H, -CB, 9.2:1 compression ratio.
- 2V, 2600S.
- 2V, CF.
- Models with sealer coated mixture screw(s) only. Turn clockwise (lean) to obtain drop.

CYLINDER NUMBERING SEQUENCE



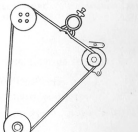
FIRING ORDER: 1 3 5 6 2 4

TIMING MARK



1969-70 FRONT OF CAR
1971-72 FRONT OF CAR

BELT TENSION



Gauge method (measurements are in newtons)

WHEEL ALIGNMENT

Caster and Camber adjustment method



TYRE PRESSURE kPa

	FRONT	REAR
B70H13	165	165
B78L13	140	140
16SR13, 17SR13	195	195

For high speed driving add 30 kPa.