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Supplement to " TECHNICAL CHARACTERISTICS " (Publ. N. 1366 dated 7/1968)

SPIDER 1300 JUNIOR

Variants from chassis no. { 1671501 (L.H.D.) / 1695201 (R.H.D.)

TYRES - Inflation pressure (when cold) - Kg/cm²

		Front	Rear
155 x 15	Pirelli cinturato S	1.7 * / 1.8 **	1.8 * / 2.1 **
	Michelin ZX	1.6 * / 1.7 **	1.7 * / 1.9 **
	Kleber Colombes V 10 GT	1.6 * / 1.9 **	1.7 * / 2.2 **
165 x 14	Ceat Drive D2 - Continental - Pirelli cinturato SR - Kleber Colombes V 10 (under all conditions)	1.7	1.8
	Michelin ZX (under all conditions)	1.4	1.7

* With reduced load and touring riding

** With full load and top range of speed

REFILLINGS

Steering box	Burman	0.360 Kg
	ZF	0.120 Kg

ELECTRICAL EQUIPMENT

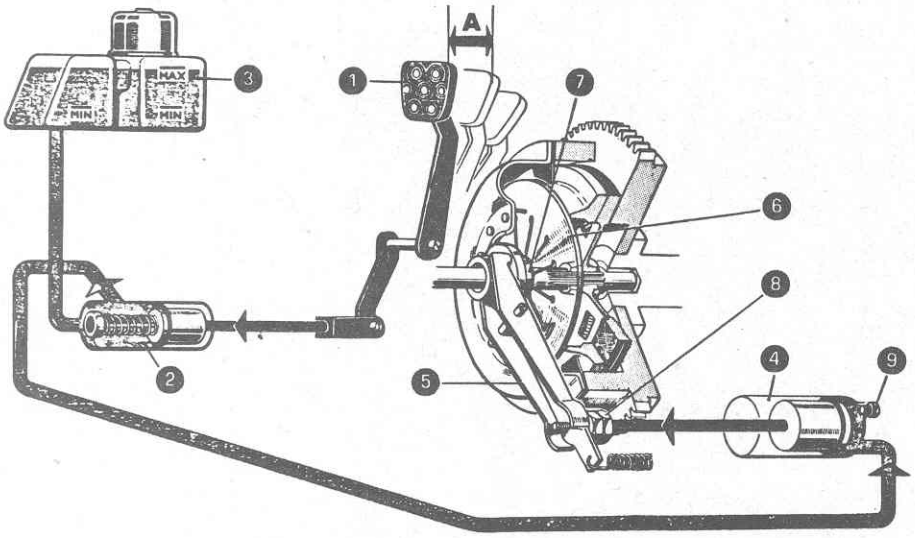
Bosch coil	K 12 V
Bosch windshield wiper	WS 4903 AR 2 A (0)

TIGHTENING TORQUE SPECIFICATIONS

	Kgm	Manner of tightening
Plug on oil filter	3.5 to 4	d r y
Nut of gearbox layshaft	4.5 to 5.5	"
Bolts joining output shaft yoke to prop shaft yoke	5.5 to 5.7	"
REAR FRAME		
Nuts securing radius rods to body	9 to 10	"
Nuts securing radius rods to rear axle tubes	12.5 to 14	"
Nut securing reaction triangle to rear axle	11.5 to 13	"
Nut securing link to radius rod bolt	3.3 to 3.5	"
Nut attaching the joining flange to the front shaft	9 to 11	"
Bolts joining flanges of front shaft and sliding yoke	3.2 to 3.5	"
Bolts joining differential yoke to prop. shaft yoke	3.2 to 3.5	"

CLUTCH

The clutch is of the hydraulically-operated single plate dry type. The clutch pedal acts on a master cylinder supplied with the same type of fluid as the brake system.
When the clutch pedal is depressed, the fluid under pressure actuates the piston in the cylinder "4" connected to the clutch disengagement lever "5".
The pressure plate is controlled by means of diaphragm spring "6".
The clutch pedal free travel "A" should be about 30 - 32 mm. When owing to wear on the clutch disc facing, the pedal free travel is reduced to 17 - 19 mm the free travel must be restored.



A Pedal free travel
B Disengagement lever free travel

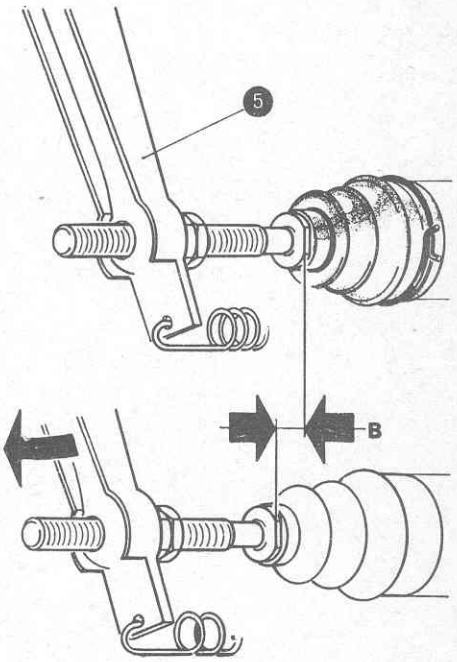
1 Pedal
2 Master cylinder
3 Clutch & brake fluid reservoir
4 Slave cylinder
5 Disengagement lever
6 Diaphragm spring
7 Throwout bearing
8 Adjusting nuts
9 Air bleed screw

Adjustment

Measure with a rule the free travel "B" at the end of push rod of cylinder "4" depressing the clutch pedal until the throwout bearing "7" contacts the spring "6"; the travel "B" should be about 2 - 2.5 mm.

If the travel is shorter, act on the adjusting nut "8".

At the same time make sure that, by pressing the pedal as far as it will go, the push rod can move through a total travel of 13.5 - 14.2 mm. If any component of the system has been removed, thoroughly bleed the circuit. To check as specified use special tool no. C.6.0146 (see Tool Bulletin no. 135).



Inspection specifications

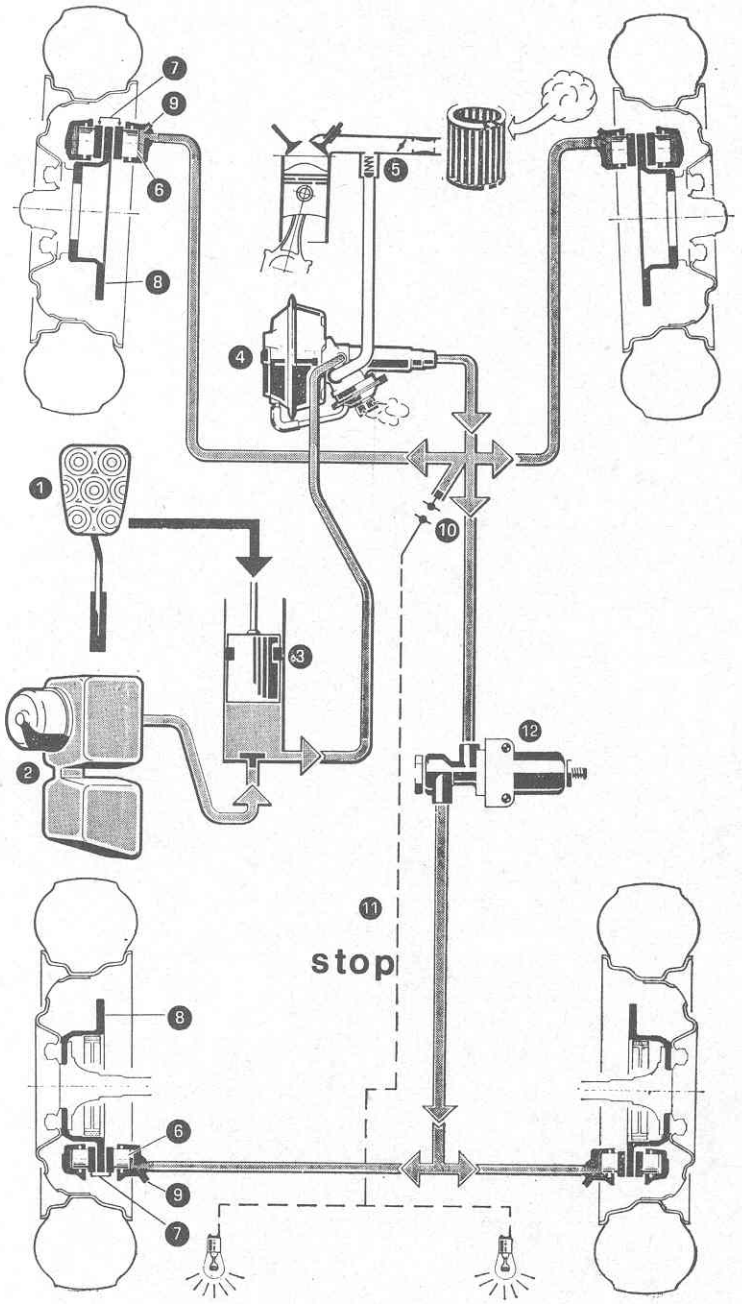
Wear limit of driven plate thickness	6.5 mm
Squareness of driven plate as mounted on gearbox output shaft	0.50 mm

GEARBOX

Calibration of striking rod ball springs	free length	35.8 mm
	length under test load	17.2 mm
	test load	7.680 to 8.320 mm

BRAKE SYSTEM

The ATE brake system consists of four caliper type disc brakes operated by an assisted master cylinder. 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 pressure regulator controls the braking power to rear brakes. Such a regulator shall not be tampered with; specifically do not attempt to act on the adjusting nut as it is factory sealed.

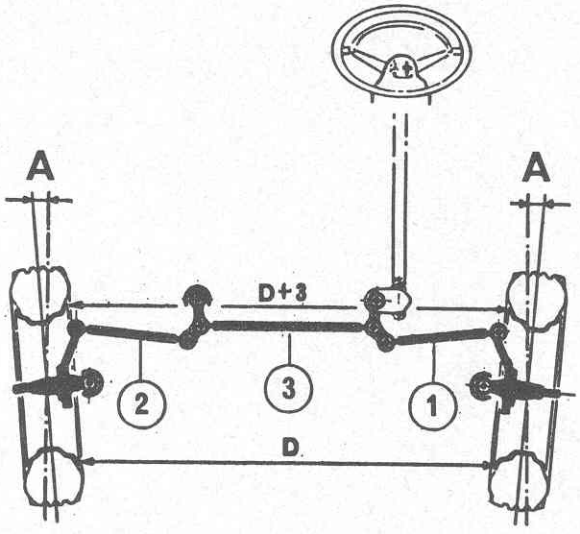


1 Brake pedal
2 Reservoir
3 Master cylinder
4 Vacuum servo
5 Vacuum connection
6 Pistons
7 Friction pads
8 Discs
9 Bleed screws
10 Stop light switch
11 Stop light cable
12 Pressure regulator

FRONT WHEEL TOE-IN (for L.H.D.)

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 1.5 mm. Measure the length thus obtained of the track rod and adjust the rod "2" on the other side to a length 5 mm shorter. Bring the first wheel to a 1.5 mm toe-in by adjusting the centre track rod "3".

A { for 15" wheels = 0° 13'
  { for 14" wheels = 0° 14'



Rod length:

side	264 to 280 mm
track	530 to 550 mm

With the toe-in as specified, the length of rods as measured between ball joint centers should fall within the limits shown. If these values cannot be restored, the cause will probably be attributable to distortion of the body resulting from a collision.

Note - For R.H.D. the side rods maintain the same length (symmetrical adjustment).