

# LOTUS



## LOTUS CARS LTD

Registered Office:  
NORWICH NOR 92W Wymondham 3411  
Telegrams Lotus, Norwich Telex 97401  
Registered in England No. 895081

BC/DS

11 June 1973

Mr W Benton  
Lotus Mid South  
3835 Airline Highway  
Metairie  
Louisiana 70001

Dear Wayne

The Environmental Protection Agency recently published all the 1973 emission certification results and included a fuel economy figure computed from actual measured mass emission levels. With the present concern over the fuel shortage in America, these figures received wide press coverage especially coming as they did, from an official Government source. Here is a selection of the more interesting results:-

<u>Vehicle</u>	<u>Miles per U.S. gallon</u>
Lotus Europa Special	25.2
Lotus Europa Twin Cam	24.5
Jensen Healey	20.9
Alfa Romeo GTV	18.0
BMW 2002	21.8
BLMC MGB GT	16.3
BLMC Stag	16.4
BLMC GT 6	19.4
BLMC TR 6	18.0
BLMC XJ12 'E'	8.7
Jensen Interceptor	10.4
Ferrari Dino	10.0
Fiat 124S	19.4
Ford Pantera	10.4
Lamborghini Espada/Jarama	7.2
Maserati Bora	9.0
Nissan/Datsun 2400cc	18.2
Porsche 911	16.8
Rolls Royce	8.6
Mazda Coupe SV2A	18.3
Mazda Coupe (Wankel)	12.4
TVR	18.0
Volkswagen Beetle 1600cc	21.7

Continued.....

Subject: Water drains in All Lotus Doors

To: All Dealers

NOTE: PASS ON TO:

Sales Manager  
Sales Personel  
Service Manager  
Service Personel

IN MANY CASES, IT HAS BEEN BROUGHT TO OUR ATTENTION THAT DEALERS ARE NOT CHECKING TO VERIFY THAT THE WATER DRAIN HOLES IN THE BOTTOM OF THE DOORS ARE OPEN AND FREE TO DRAIN.

WHAT HAPPENS, IS, THE DOOR FILL WITH WATER FROM HEAVY RAINS, THEN WHEN THE WATER LEVEL REACHES IS RADIO SPEAKER CUT OUT IN THE DOOR, IT OVERFLOWS ON GOES INSIDE THE CAR, WETTING THE ENTIRE FLOOR OF THE CAR.

AT EACH AND EVERY SERVICE THE HOLES SHOULD BE CHECKED TO VERIFY THAT THEY ARE TOTALLY FREE, BY RUNNING A SCREW DRIVER, OR LIKEWISE INSTRUMENT INTO THE HOLES AND FREEING OF ANY FOREIGN MATTER, SHOULD YOU FIND THAT IT IS SEVERELY BLOCKED, REMOVE THE INSIDE PANEL AND REMOVE THE MATTER FROM INSIDE THE DOOR.

THE ABOVE WILL SAVE YOU MANY UPSET CUSTOMERS, THEREBY GENERATING ADDITIONAL SALES AND SERVICE BUSINESS.

GOOD SELLING AND SERVICE

  
WAYNE A. BENTON, PRES.

TO: LOTUS MID SOUTH, INC DEALERS

SUBJECT: SALES POSITION NATIONWIDE

THANKS AND CONGRATULATIONS ARE DUE TO ALL LOTUS MID SOUTH, INC. DEALERS.

LAST WEEK, IN TORONTO, CANADA, DURING THE U.S. DISTRIBUTOR'S MEETING, LOTUS MID SOUTH WAS RECOGNIZED AS HAVING MOVED FROM THE VERY BOTTOM RATING IN BOTH WHOLESALE AND RETAIL SALES OF LOTUS CARS TO SECOND PLACE BEHIND LOTUS EAST, OF MILLERTON, NEW YORK.


WE AT LOTUS MID SOUTH, FEEL THAT THIS MOVE INTO SECOND PLACE WAS DUE SOLELY DUE TO THE SELLING EFFORT OF OUR DEALER NET WDRK, THEREFORE, WE FEEL THAT IT ONLY RIGHTFUL YOU BE ADVISED OF OUR POSITION (YOU, THE DEALER, AND LOTUS MID SOUTH)

SECOND PLACE IS NOT A SATISFACTORY POSITION, AS WE ALL DESIRE FIRST PLACE, BUT AS LOTUS EAST HAS BEEN A DISTRIBUTOR LONGER THAN ANYOTHER U.S. DISTRIBUTOR (TWELVE YEARS), WE REALIZE THAT IT WILL TAKE SLIGHTLY MORE THAN TWO YEARS, FOUR MONTHS, TO BEAT THEM, BUT WE EXPECT TO GIVE THEM A GOOD RUN FOR THE "CHECKERED FLAG"

DURING THE MEETING IT WAS AGREED THAT THE NEW CAR WILL BE INTRODUCED SOMETIME DURING SEPTEMBER, 1973, IN MIAMI, FLORIDA .....SO WOULDN'T IT REALLY SET EVERYONE ON THEIR EAR IF YOU AND I ARE ABLE TO MOVE FORWARD IN SALES TO FINISH FIRST OVERALL IN AN ALL OUT LOTUS RACE TO TOPS IN THE U.S.

ALSO, RIGHT NOW THE PRICE ON THE NEW CAR IS ONLY \$8,500.00, WHICH IS GREAT, TO WHICH YOU WILL IMMEDIATELY AGREE AFTER SEEING THE CAR IN SEPTEMBER. WE WILL HAVE THE CARS VERY SHORTLY AFTER THE SHOWING FOR SALE, BUT IN THE MEANTIME, LET'S CONTINUE TO PUSH SALES ON THE EUROPA, DON'T BLEMISH THE SALES BY TALKING OF THE NEW MODEL, UNTIL YOU HAVE IT IN STOCK.

GOOD SELLING,

  
WAYNE A. BENTON, PRES.

TO: ALL LOTUS MID SOUTH DEALERS

SUBJECT: DUNLOP TIRE WARRANTY


LOTUS MID SOUTH HAS BEEN IN DIRECT CONTACT WITH DUNLOP TIRE COMPANY IN THE U.S. AND WE HAVE BEEN ADVISED THAT ALL DISTRIBUTORS AND DEALERS IN THE U.S. HAVE BEEN INSTRUCTED TO HANDLE WHATEVER WARRANTY PROBLEMS LOTUS DEALERS AND CUSTOMERS MIGHT GENERATE IMMEDIATELY.

SO, IN AN EFFORT TO DETERMINE COMPLIANCE WITH THESE INSTRUCTIONS, PLEASE BE SURE AND ADVISE US IMMEDIATELY OF ANY PROBLEM YOU HAVE IN DEALING WITH YOUR LOCAL TIRE REPRESENTATIVE.

I HAVE BEEN GIVEN THE PERSON AND PHONE NUMBER OF WHO TO CONTACT SHOULD ANY OF YOU CONTINUE TO HAVE PROBLEMS GETTING COVERAGE OF WARRANTY LOCALLY.

ALSO, THE NOTICE, TO BE SENT OUT, IS TO GIVE THE CROSS REFERENCE SIZE FOR REPLACEMENT IN CASE REPLACEMENT IS NECESSARY.

IT IS HOPED THAT THIS WILL CLEAR A VERY "MUDDY" AREA THAT PRESENTLY EXIST, SO BE SURE AND ADVISE US IN WRITING, OF ANY CONTINUEING PROBLEM WITH DUNLOP.....BUT BE SURE AND ALLOW ADAQUAT TIME (TWO TO THREE WEEKS) FOR ALL NOTICES TO FILTER DOWN TO ALL LEVELS WITH DUNLOP.

  
WAYNE A. BENTON

TO: ALL LOTUS MID SOUTH, INC. DEALERS

SUBJECT: EPA MILEAGE, INCLUDING PERFORMANCE COMPARISON

BY TODAY I AM SURE THAT ALL OF YOU HAVE HEARD FROM DATSUN ABOUT THE EPA MILEAGE COMPARISON UNDER A CONTROLLED TESTING SITUATION.


OF COURSE DATSUN DID NOT MENTION LOTUS, SO IN OUR REPORT, WE ARE NOT MENTIONING DATSUN.....ONLY CARS THAT ARE COMPETITORS OF LOTUS, ALONG WITH A COUPLE OTHER MAKES FOR INTEREST.

LOTUS EUROPA SPECIAL (1973)	25.2 MPG	8.3 sec. 0-60 mph **
LOTUS EUROPA TWIN CAM (1972)	24.5	
Jensen Healey	20.9	9.7 "
Alfa Romeo GTV	18.0	9.6 "
BMW 2002	21.8	9.8 "
BLMC MGB GT	16.3	13.7 "
BLMC Stag	16.4	n/a
BLMC GT 6	19.4	12.6 "
BLMC TR 6	18.0	10.6 "
BLMC XJ 12 'E'	8.7	7.4 "
Jensen Interceptor	10.4	n/a
Ferrari Dino	10.0	7.9 "
Fiat 124 S	19.4	12.5 "
Ford Pantera	10.4	7.6 "
Lamborghini Espada/Jarama	7.2	7.2 "
Maserati Bora	9.0	7.2 "
Nissan/Datsun 2400cc	18.2	14.0 "
Porsch 911	16.8	6.6 "
Rolls Royce	8.6	n/a
Mazda Coupe SV2A	18.3	11.3 "
Mazda Coupe (Wankel)	12.4	10.9 "
TVR	18.0	10.6 "
Volkswagen Beetle 1600 cc	21.7	18.4 "

\*\* 0-60 mph times taken from "Summary" Road & Track, July 1973, p.24

TAKE THE ABOVE AND USE IT TO IT'S GREATEST BENIFIT IN LOCAL ADVERTISING, SHOWROOM, MAILOUTS, ETC., TO GENERATE SALES FOR YOU.

GOOD SELLING ON LOTUS,

  
WAYNE A. BENTON, PRES.

# LOTUS



## LOTUS CARS LTD

NORWICH NOR 92W Wymondham 3411  
Telegrams Lotus, Norwich Telex 97401

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RGP/DS

14 August 1972

Mr W A Benton  
Lotus Mid-South  
3835 Airline Highway  
Metairie  
Louisiana 70001

Dear Wayne

I have received your note of 30 July. It was agreed at the distributor conference that a national six month, 6,000 mile warranty would be brought into immediate effect. However, it was agreed that as you were absent, if you wished to continue with your own warranty terms, it was entirely up to you. The only consideration which was discussed was if a customer of yours arrived in another distributor's territory inside your warranty terms, but outside his own, it was agreed that a telephone call would be made in this sort of instance.

I trust that this clarifies the situation on warranty.

With best personal wishes.

Yours sincerely



Roger Putnam  
Sales Manager

# LOTUS



## LOTUS MID-SOUTH, INC.

3835 AIRLINE HIGHWAY

METAIRIE, LOUISIANA 70001 U.S.A.

Telephone: Area 504-835-3171

### DEALER INFORMATION FOR LOTUS EUROPA

#### IDENTIFICATION

The unit number, engine and transmission numbers will all be found on a plate fixed to the rear wall of the front luggage compartment.

Engine Number -- On side of cylinder block below exhaust manifold, adjacent to the starter motor.

Transmission Number -- Top of rear cover adjacent to mounting block.

Chassis Number -- Stamped on its rear right-hand upper face.

Correspondence referring to a particular Europa should quote these numbers.

#### DESCRIPTION OF CONTROLS AND INSTRUMENTS

Combined Ignition and Starter Switch -- Turn key to the right to switch on the ignition, and turn further to the right, against spring pressure, to operate the starter. Release spring pressure when engine starts. An auxiliary position for operating radio, etc. when motor is not running is found by turning key to its extreme left position.

Combined Side, Rear, Head Lamp Switch -- Press down to halfway to switch on side and rear lamps and fully down for headlamps.

Headlamp Dip/Flasher Switch -- Mounted on steering column left-side lever. Center position is for high beams, lower for low beams, cannot be moved above center position. Pulling lever back towards steering wheel actuates headlamp flashers.

Turn Indicator Switch -- Mounted on steering column right-side lever. Center position is neutral, and selector lever is self-returning. Lower position flashes right, upper flashes left. Lever may be returned manually.

Windshield Wiper and Washer Switch -- To operate, rotate wiper knob in a clockwise direction to "on" position. Further turning increases wiper speed. Washers actuated by pushing wiper knob inwards.

Horn Button -- Central disc on steering wheel. Push.

Interior Switch -- Interior lamp located between seat headrests with switch on light body. Interior lamp is also actuated by micro switches in doors when they are open.

Oil Pressure Gauge -- Normally registers pressure of 50/65 psi. Pressure falls below this when idling. If the gauge fails to register the engine must be stopped immediately and the cause rectified to prevent serious possible damage.

Water Temperature Gauge -- Registers engine coolant temperature and gives a reading of 85° C. under normal conditions. With pressurized system it should be remembered that the boiling point of water is raised to 111.6° and even higher when anti-freeze is used.

Fuel Gauge -- Operative when the ignition is on and indicates approximate amount of fuel in its 8 U.S. gallon tank.

Ammeter -- Indicates charge rate of alternator. Diminishes near full charge.

Speedometer -- Indicates forward speed 0 - 140 miles per hour. A distance recorder is incorporated and a cancelling trip recorder is included. The trip recorder is cancelled back to zero by pushing the milled knob situated beneath the speedometer head under the dash, in an upwards direction and turning clockwise. After resetting, pull knob down.

Tachometer -- Electrical impulse type and gives engine speed in revolutions per minute. Maximum safe continuous engine speed is 6,000 rpm which is indicated by the orange sector. Up to 6,300 may be used for short bursts but engine speed in excess of this MUST NOT BE EXCEEDED.

Ignition/Oil Pressure Warning Lamp -- Positioned in the lower right-hand side of the tachometer, glows red when ignition is switched on and will go out when the alternator is charging. The light must not be allowed to glow with the engine stationary as the battery will discharge itself through the coil.

High Beam Warning -- glows blue when high headlamp beams are in use.

Choke Control -- Should be used only for initial starting and should be returned to initial position as soon as possible after engine has started. Choke is marked "Starter" and is a push/pull operation.

Gear Lever -- Standard four-speed "H" pattern. Reverse is found to the extreme right and backwards on all presently delivered models. Early models had a reverse pattern to extreme left and backwards.

Handbrake -- Situated on left-side of driver under dash and operates rear brake shoes mechanically through a cable and linkage system. To release handbrake pull lever back slightly, compress release trigger, then push lever fully forward.

Steering Column Adjustment -- Steering column is designed to telescope upon impact and incorporates a limited amount of adjustment. Slacken clamp on column beneath dash. Slacken revolving clamp in center of unit adjacent to foot pedals. Move column to desired position and re-tighten clamps. NOTE: Steering column does not telescope when adjusted to lowest position. THIS ADJUSTMENT SHOULD ONLY BE CARRIED OUT BY AN AUTHORIZED LOTUS DEALER.

Foot Controls -- Arranged in orthodox position -- from left to right: clutch, brake, and accelerator. Remind your customers to avoid driving with their left foot resting on the clutch pedal as this practice leads to rapid release bearing wear. Braking power is slightly reduced when negotiating a puddle or in prolonged wet driving conditions. Full power is restored by several light applications of the brakes.

A 1½" adjustment of the pedals is provided for in a fore-and-aft direction. Detach the pedal pivot cross-shaft from its location and refit in the pre-drilled desired position, either rearwards or forwards. The accelerator pedal assembly can be unbolted from the center tunnel and refitted in its new position.



After repositioning the pedals care should be taken to ensure that the accelerator cable runs in a smooth arc, and that the clutch cable is also adjusted at its operating end in the engine compartment. This latter adjustment is achieved by releasing all tension from the cable at the lever end, thus allowing the lever to find its natural free position, then with the help of an assistant inside the car holding the clutch pedal in its fully rearwards position, readjust the tension of the cable until there is no slack remaining.

The brake pedal master cylinder push-rod must also be adjusted after repositioning the pedals. This is an assembly of three parts, a short rod fitting into the cylinder, center adaptor and a clevis fitting on to the brake pedal. To move the pedals rearwards the center adaptor should be screwed from the push-rod and the locknut re-tightened. To move the pedals forward the center adaptor should be discarded and the brake pedal clevis rescrewed direct to the push-rod. It is essential that when the pedals are in the forward position, the push-rod is adjusted to give a minimum of 4.0" movement of the pedal, measured at the foot pad. This is necessary to ensure full stroke of the master cylinder. THIS ADJUSTMENT SHOULD ONLY BE CARRIED OUT BY AN AUTHORIZED LOTUS DEALER.

Heating and Ventilation -- Air temperature is controlled by a push/pull knob (located on the tunnel next to the choke control and marked "chauffage") the most fully extended position providing maximum heat.

With the car in motion and all vents closed de-mist air is available to the windshield. The face-level vents can be opened for cold air to the face with the fingers and its stream directed by rotating the deflector housing. Heater vents are located under the dash and may be opened for warm air ventilation. There is no provision for warm air ventilation via the face-level vents so that they must be closed if only warm air is desired.

The first position of the fan switch controls the ventilation fan, the second position brings on the radiator cooling fan in addition.

Seats -- No provision is made for any adjustment to the semi-reclining seats. There is, however, a pad of material behind the seat-back which can be removed or added to to give more clearance or less as is needed.

Locks and Keys -- Two keys are supplied with each car. The smallest is for ignition, front luggage, and access to rear deck. The larger is for the exterior door locks.

Front Luggage Compartment -- Is raised from rear and held with prop.

Engine and Rear Luggage Compartment -- Lock located at rear-most part of deck, secured in raised position by prop.

Fuel -- Super Premium gasoline only.

Wheels and Tires -- For maximum tire life, rotate and bring spare tire into use every 3,000 miles. Re-position as follows: spare to right rear, right rear to left front, left front to left rear, left rear to right front, right front to spare.

The pressures recommended on specifications as either over or under inflation will have detrimental effects.

Battery -- Accessible in the right-hand side of the rear luggage compartment and should be examined weekly to check level of electrolyte. Europas are fitted with negative ground electrical systems. Never disconnect the battery when the engine is running as damage to the alternator and rectifier can result. Do not connect charger without first disconnecting the leads.

Rear-View Mirror -- Adjustable for height by turning through 180°.

BREAK-IN SPEEDS RECOMMENDED

Do not exceed 3,000 rpm in any gear for the first 1,200 miles. This is approximately equivalent to:

12 mph in 1st gear  
23 mph in 2nd gear  
37 mph in 3rd gear  
53 mph in 4th gear

Avoid hard braking until the brakes have had opportunity to bed in uniformly. The customer should be reminded that aside from the possibility of immediate damage that the effects of improper break-in carry over into the reliability and performance of the later life of the car. The break-in period is the single most important one in the life of the car and it should be kept in mind that the inside engine surfaces are as new as the chrome and paint on the outside. In addition it should be kept in mind that the transmission is also new and frequent use of the lower gears is recommended.

Anti-Freeze -- Only anti-freeze based upon inhibited ethylene glycol. Anti-freeze based on alcohol is subject to loss by evaporation. Draining the cooling system as a preventative of freezing damage is not recommended since it is quite difficult to completely drain the engine cooling system.

Auxiliary Fuel Tank -- An auxiliary tank opposite the regular tank can be ordered providing another 8 gallons fuel capacity.

LUBRICATION

General -- Conscientious and regular attention to lubrication should be emphasized to the customer. In addition to ensuring correct procedures by servicing through his authorized Lotus dealer he will afford himself a measure of preventive maintenance by the dealer's inspection.

Engine and Oil Filter -- The oil level dipstick is located on the right-hand side of the cylinder block, adjacent to the oil filter, and the oil filler cap is located on the forward end of the rocker cover, and is released by turning anti-clockwise. The customer should be reminded to check his oil level and top up periodically using the recommended brands and grades of lubricant.

It is important to properly tighten the oil cap against its stop on replacement to prevent oil leakage, and the customer should be made aware of reminding service attendants of this when service is performed elsewhere.

The sump drain plug is located at the timing case end (front) of the engine. Draining operations are preferable when the engine oil is warm to ensure smooth flow. Refill the engine with correct oil. The engine oil should be changed every 3,000 miles and the customer should be reminded that this maintenance operation is the single most important maintenance procedure in prolonging his car engine life. Under NO circumstances must the engine be flushed out.

The engine oil capacity is 7 pints U.K., (about 8.4 U.S. pints), with a further  $\frac{1}{2}$  pint to be added with filter change. The filter should be changed at every other oil change or at 6,000 miles.

Gearbox/Differential -- A combined filler and level plug will be found on the left-hand side of the gearbox, the drain plug being located below the gearbox. The oil level should reach the bottom of the filler plug hole, and oil of the correct grade added if necessary. Gearbox lubricant should be changed at 6,000 mile intervals, preferably when the oil is warm so that it drains easily. Make certain that the drain plug is thoroughly clean before tightening and refilling oil.

Capacities in U.S. units -- Engine: 9.0 pints  
Gearbox/Differential : 3.6 pints  
Cooling System (inc. heater) : 21.6 pints

Recommended Lubricants --

Engine	Transmission	Greasing Points
Castrol XL or Super	Esso Gear Oil 8P 80	Castrolase LM
Esso Extra 20W/50	Castrol Hypoy Light	Esso Multi-Purpose
Mobiloil Super	Mobilube GX 80	Mobilgrease
Shell Super	Shell Spirax 80 EP	Shell Retinax A

Below Freezing use 10W/30 engine oils

TECHNICAL SPECIFICATIONS

Engine

Displacement	1470 cc. (89.7 cubic in.)
Type	4 cylinder in-line pushrod
Bore	2.99 inches (76 mm.)
Stroke	3.19 inches (81 mm.)
Dist. Contact Breaker Gap	0.016 to 0.019 inches (.4 to .5 mm.)
Spark Plugs -- type	Marchal 34 HS, replace with Champion N-5
gap	0.025 to 0.028 inches (.6 to .7 mm.)
Compression Ratio	10 $\frac{1}{4}$ to one
Oil pressure (hot, at revs)	60 psi
Firing Order	1, 3, 4, 2 (#1 at flywheel end of engine)
Ignition Timing	4° BTDC

Valve Timing

Inlet Opens	35° BTDC
Inlet closes	65° ABDO
Exhaust Opens	65° BBDC
Exhaust Closes	35° ATDC

Rocker Clearances (measured when cold)

Inlet	0.008 inches (.20 mm.)
Exhaust	0.010 inches (.25 mm.)

Carburetor Specifications (Solex 35 DIDSA 2)

	Primary Throttle	Secondary Throttle
Choke	26	26
Main Jet	145	140
Air correction	135	150
Power Jet	N/A	80/270
Pilot (idle) Jet	50	N/A
Pump Jet	40	N/A
Inner Venturi	26	32

Gearbox/Differential -- Overall Ratios -- (All forward gears synchromesh)

Fourth	3.66 to one
Third	5.26 to one
Second	8.00 to one
First	12.83 to one
Reverse	11.55 to one

Front Suspension

Front Wheel Toe-in	3/16 to 1/16 inch
Camber	0 to $\frac{1}{2}$ degree positive
Castor	3°
Swivel pin inclination	9°

Rear Suspension

Rear Wheel Toe-in	3/16 inch to zero
Camber	zero to 2 degrees negative

Wheels and Tires

Wheel -- type	bolt-on, pressed steel
rim size	4 $\frac{1}{2}$ inches
Tires -- type	Firestone F-100 Radial Ply
size	155 x 13
pressures -- front	18 psi
rear	28 psi

Increase tire pressures by 4 psi for fast touring or full load

Fuel Capacity -- 8.4 U.S. gallons

Battery -- 12 volt, 57 ampere hour, negative ground

Dimensions --

Wheelbase	91 inches
Track width (from wheel hub)	53 inches front and rear
Overall length	157 $\frac{1}{4}$ inches
" width	64 $\frac{1}{8}$ inches
" height	42 $\frac{1}{2}$ inches
Ground Clearance	6 $\frac{1}{2}$ inches
Turning circle (curb to curb)	44 feet
Curb weight	1350 lb.

Lamp Bulb Identification (all 12-volt bulbs)

Head (Yellow)	45/45W No. 411
Side Lamp	6W No. 989
Front flasher	21W No. 501
Stop/tail lamp	21/6W No. 380
Rear flasher	21W No. 382
Rear license plate lamp	6W No. 254 (festoon)
Interior lamp	6W No. 254 (festoon)
Instrument lamp	2.2W No. 987
Warning lamps	2.2W No. 987

Torque Settings -- Engine

Main Bearing Bolts	45 lb.ft.
Flywheel to crank	35 lb. ft.
Rod Big Ends	30 lb.ft.
Crankshaft Sprocket	45 lb.ft.
Cylinder Head Bolts	30 lb.ft.
After running	50-54 lb.ft.
After 300 miles	55-60 lb.ft.

Torque Settings -- Gearbox

Ring Gear (Crown Wheel) self-locking bolts	45 lb.ft.
Speedo Drive Worm	85 lb.ft.
Gearbox Cover Plate Bolts	15 lb.ft.
Gearbox Housing Bolts -- 7 mm.	15 lb.ft.
8 mm.	20 lb.ft.
Idle Lever Pivot Pin	20 lb.ft.

IMPORTANT NOTE: Cylinder heads must be torqued as per specifications. This must be carried out by dealers where we have not had opportunity to carry out pre-delivery preparation. Failure to do this invites the possibility of a blown head gasket and serious further damage.