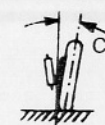


1981-1

ALPINE-RENAULT (F)



A110/1000	-	$0^{+2}/0^0+0^{+20}'$ -0^0-0^0	1°40'	9°±2°	9°30'±30'			
A110/1100	-	$0^{+2}/0^0+0^{+20}'$ -0^0-0^0	1°40'	9°±2°	9°30'±30'			
GT4 Coupé	-	$0^{+2}/0^0+0^{+20}'$ -0^0-0^0	1°30'	9°±2°	9°30'±30'			
A110/1300 - 1300 S	-	$0^{+0}/0^0+0^0$ $-1^0-0^0+10'$	1°40'	9°±2°	9°30'±30'			
A110/1500	-	$0^{+0}/0^0+0^0$ $-1^0-0^0+10'$	1°40'	9°±2°	9°30'±30'			
A110/1600 - 1600 SC	-	$2^{+1}/$ $0^{+20}'±10'$	1°40'	9°±2°	9°30'±30'			
A110 Berlinettes	$2^{+1}/$ $0^{+20}'±10'$	-	-1°30'	7°30'	9°30'			
(1300VC) Type 85	$2^{+1}/$ $0^{+20}'±10'$	-	-1°30'	7°30'	9°30'			
(1300VA) 1300 G	$2^{+1}/$ $0^{+20}'±10'$	-	-1°30'	7°30'	9°30'			
(1600VB) 1600 S	$2^{+1}/$ $0^{+20}'±10'$	-	-1°30'	7°30'	9°30'			
A 310	$3-4/$ $0^{+27}'-0^{+40}'$	-	-1°10'±10'	5°30'±15'	9°±30'	-	$2^{+0,5}/$ $0^{+20}'±5'$	-2°40'±30'
A 310 Injection	$3-4/$ $0^{+27}'-0^{+40}'$	-	-1°10'±10'	5°30'±15'	9°±30'	-	$2^{+0,5}/$ $0^{+20}'±5'$	-2°40'±30'
A 310 (2700 VA)	$2^{+1}/$ $0^{+20}'±10'$	-	- 1°±10'	8°±15'	10°	-	$2,5-3,5/$ $0^{+25}'-0^{+35}'$	-2°25'±30'

Observations :

NOTA : Les réglages sont effectués à vide.