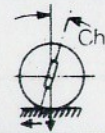
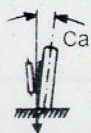


FALCON (AUS)


XP.200 CID (1965)	-	6,35-7,92/ 1°05'-1°20'	0°36'±30'	0°55'±30'	7°20'				
XP.144 CID (1965)	-	6,35-7,92/ 1°05'-1°20'	0°36'±30'	0°55'±30'	7°20'				
XP.170 CID (1965)	-	6,35-7,92/ 1°05'-1°20'	0°36'±30'	0°55'±30'	7°20'				
XR.170 CID (1966-67)	-	6,35/1°05'	0°15'	0°	7°30'				
XR.200 CID (1966-67)	-	6,35/1°05'	0°15'	0°	7°30'				
FAIRMONT, FAIRLANE (1966-67)	-	6,35/1°05'	0°15'	0°	7°30'				
XT 3,1 litre (1968)	-	6,35/1°05'	0°15'	0°	7°30'				
XT 3,6 litre (1968)	-	6,35/1°05'	0°15'	0°	7°30'				
XT 5,0 litre (1968)	-	6,35/1°05'	0°15'	0°	7°30'				
Fairlane ZB V8 (1968)	-	6,35/1°05'	0°15'	0°	7°30'				
XW Série, 3,1 litre (1969)	-	6,35/1°05'	0°15'	0°	7°30'				
XW Série, 3,6 litre (1969)	-	6,35/1°05'	0°15'	0°	7°30'				
XW Série FAIRLANE ZC 5,0 litre V8 (1969)	-	6,35/1°05'	0°15'	0°	7°30'				
XW Série FAIRLANE ZC 5,8 litre (1969)	-	6,35/1°05'	0°15'	0°	7°30'				

Observations :

FALCON (AUS)																
351 Cleveland Engine	-	6,35/1°05'	0°15'	0°	7°30'											
XW Séries GT H0	-	6,35/1°05'	0°15'	0°	7°30'											
XY Séries 200 CID	-	6,35/1°05'	0°15'	0°	7°30'											
XY Séries 250 CID	-	6,35/1°05'	0°15'	0°	7°30'											
XY GT	-	6,35/1°05'	0°15'	0°												
XA GT	-	6,35/1°05'	0°15'	0°15'												
Fairlane ZD Séries 302 CID V8	-	6,35/1°05'	0°15'	0°	7°30'											
Fairlane ZD Séries 351 CID V8	-	6,35/1°05'	0°15'	0°	7°30'											
XA, XB Séries 6 cylindres-200 CID	-	6,35/1°05'	0°15'	0°15'	7°30'											
XA,ZF,XB,ZG Séries *1 6 cylindres 250 CID	-	6,35/1°05'	0°15'	0°15'	7°30'											
XA,ZF,XB,ZG Séries *1 V8 302 CID	-	6,35/1°05'	0°15'	0°15'	7°30'											
XA,ZF,XB,ZG Séries *1 V8 351 CID	-	6,35/1°05'	0°15'	0°15'	7°30'											

Observations :

*1 - Falcon Fairlane.