

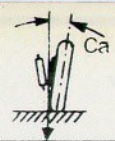
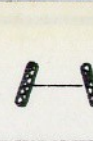
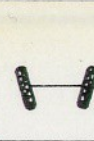
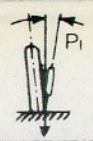
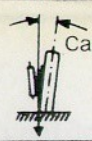
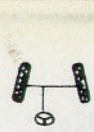
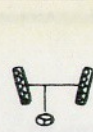
1981-1

MORRIS (GB)										
Mini 850 (→1971)	1,6/0°22'	-	1°-3°	3°±1°	9°30'±1°	3,2/0°45'	-	1°		
Mini 1000 (→1971)	1,6/0°22'	-	1°-3°	3°±1°	9°30'±1°	3,2/0°45'	-	1°		
Cooper	1,6/0°22'	-	2°±1°	3°±1°	11°30'	-	3,2/0°45'	1°		
Cooper/S	1,6/0°22'	-	2°±1°	3°±1°	11°30'	-	3,2/0°45'	1°		
1100 MK II (→1971)	-	1,6/0°18'	0°45'±1°	5°30'±30'	10°±1°	3,2/0°3'	-	1°		
1300 MK II (→1971)	-	1,6/0°18'	0°45'±1°	5°30'±30'	10°±1°	3,2/0°3'	-	1°		
1300 GT (→1971)	-	1,6/0°18'	0°45'±1°	5°30'±30'	10°±1°	3,2/0°3'	-	1°		
1800 MK I	-	3,2/0°35'	1°30'±45'	3°±1°	12°±45'			0°30'		
1800 MK II	-	3,2/0°35'	1°30'±45'	3°±1°	12°±45'			0°30'		
1800 MK IIS	-	3,2/0°35'	1°30'±45'	3°±1°	12°±45'			0°30'		
2200 (1973→)	-	3,2/0°35'	1°30'±15'	2°±1°	12°			0°30'		
Morris Minor 1000 (1962-71)	-	2,5/0°28'	0°	3°	8°30'					
Morris Oxford Séries IV (1961-71)	-	0-3,2/ 0°-0°45'	0°-1°30'	1°15'-3°15'	6°30'					
Morris l'Ital 1300	-	3,175/ 0°30'	0°50', +0°15', -2°00'	2°+0°30' *1 -1°30'	7°30'±1°					

## Observations :

NOTA : Les réglages sont effectués à vide.

\*1- Berline = 2°+0°30' - Break = 1°18' +0°30'  
-1°30' -1°30' - Fourgonnette et Pick-up = 1°+0°30'  
-1°30'



**MORRIS (GB)**

Morris Ital 1,7	-	3,175/ 0°30'	0°50', +0°15' -2°00'	2°+0°30' *1 -1°30'	7°30' ±1°			
MGB GT V8	-	1,6-2,4/ 0°14'-0°20'	+1°+0°15' -1°15'	7°+0°15' -2°	8°+1° -0°45'			
MGB/MGB GT	-	1,6-2,4/ 0°14'-0°20'	1°15'- 0°15' Nég-	5° - 7°15'	7°15' -9°			
MG Midget 1500	-	0-3,2/ 0°-0°35'	0°45'	3°	6°45' ±1°15'			

Observations :

NOTA : Les réglages sont effectués à vide.  
 \*1 - Berline = 2°+0°30'  
 -1°30' - Break = 1°18'+0°30'  
 -1°30' - Fourgonnette et Pick-up = 1°+0°30'  
 -1°30'