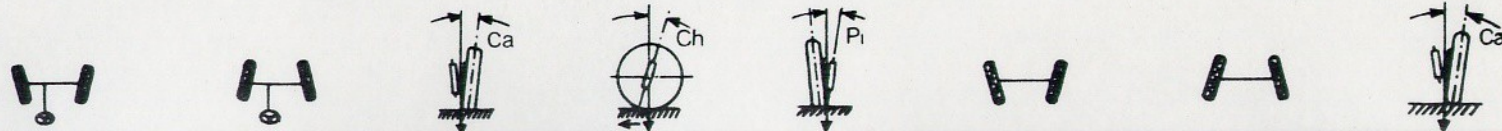


1983-2

ZASTAVA

FIAT YUGOSLAVIE



1100	-	$0^{\pm 1}/0^{\pm 10}'$	$1^{\pm 20}'$	$2^{\circ 15}'^{\pm 15}'$	-	$5^{\pm 2}/0^{\circ 50}'^{\pm 20}'$	$-2^{\circ \pm 20}'$	*
Contact 1100	-	$0^{\pm 1}/0^{\pm 10}'$	$1^{\pm 20}'$	$2^{\circ 15}'^{\pm 15}'$	-	$5^{\pm 2}/0^{\circ 50}'^{\pm 20}'$	$-2^{\circ \pm 20}'$	*
1100 Super	-	$0^{\pm 1}/0^{\pm 10}'$	$1^{\pm 20}'$	$2^{\circ 15}'^{\pm 15}'$	-	$5^{\pm 2}/0^{\circ 50}'^{\pm 20}'$	$-2^{\circ \pm 20}'$	*
1300 Nogaro	-	$0^{\pm 1}/0^{\pm 10}'$	$1^{\pm 20}'$	$2^{\circ 15}'^{\pm 15}'$	-	$5^{\pm 2}/0^{\circ 50}'^{\pm 20}'$	$-2^{\circ \pm 20}'$	*
Méditerran ZLM 1,1	-	$0^{\pm 1}/0^{\pm 9}'$	$1^{\pm 30}'$	$2^{\circ 15}'^{\pm 30}'$	-	$-3+0/-0,67$ $-3^{\circ}+0^{\circ}/-40'$		*1
Caribbean ZLC 1,1	-	$0^{\pm 1}/0^{\pm 9}'$	$1^{\pm 30}'$	$2^{\circ 15}'^{\pm 30}'$	-	$-3+0/-0,67$ $-3^{\circ}+0^{\circ}/-40'$		*1
Spécial 1,3	-	$0^{\pm 1}/0^{\pm 9}'$	$1^{\pm 30}'$	$2^{\circ 15}'^{\pm 30}'$	-	$-3+0/-0,67$ $-3^{\circ}+0^{\circ}/-40'$		*1
ZLX/ZLX-E	-	$0^{\pm 1}/0^{\pm 9}'$	$1^{\pm 30}'$	$2^{\circ 15}'^{\pm 30}'$	-	$-3+0/-0,67$ $-3^{\circ}+0^{\circ}/-40'$		*1

Observations :

NOTA : Réglages effectués en charge

*5 personnes + 50 kg.

*1 - Réglages effectués en charge = 70 kg/70 kg = Avant gauche/droit.