

**Chapter P**  
**TORQUE TIGHTENING FIGURES**

# Chapter P

## TORQUE TIGHTENING FIGURES

**SETSCREWS**, unless otherwise stated, should be tightened to the figures given for **FULL** nuts.

To ensure that the correct torque tightening figures are obtained when fitting **PLATED** parts, all burrs and foreign matter (e.g. grit, grease, oil and paint) must be removed from the abutment faces of the nuts, setscrews, washers and components.

The threads and nut and bolt abutment faces of **NON-PLATED** parts should first be smeared with engine oil before tightening to the quoted torque figures.

All unified nuts having an identification groove on one end are to be fitted with the grooved end away from the mating face.

Tighten all components to the figures listed below for 'Standard Parts', except those components listed under 'Special Parts'.

### TORQUE TIGHTENING FIGURES FOR STANDARD PARTS

#### Full nut torque

SIZE	LB.FT.	KG.M.	SIZE	LB.FT.	KG.M.
2 B.A.	48 to 60 lb. in.	0,5 to 0,7	$\frac{7}{16}$ in. dia. U.N.F.	42 to 45	5,8 to 6,2
$\frac{1}{4}$ in. dia. U.N.F.	8 to 10	1,1 to 1,4	$\frac{5}{8}$ in. and $\frac{11}{16}$ in. A/F		
$\frac{7}{16}$ in. A/F			$\frac{1}{2}$ in. dia. U.N.F.	60 to 65	8,3 to 9,0
$\frac{5}{16}$ in. dia. U.N.F.	16 to 18	2,2 to 2,5	$\frac{3}{4}$ in. A/F		
$\frac{1}{2}$ in. A/F			$\frac{5}{8}$ in. dia. U.N.F.	85 to 90	11,7 to 12,4
$\frac{3}{8}$ in. dia. U.N.F.	29 to 32	4,0 to 4,4	$\frac{7}{8}$ in. A/F		
$\frac{9}{16}$ in. A/F					

#### Half nut torque

SIZE	LB.FT.	KG.M.	SIZE	LB.FT.	KG.M.
2 B.A.	30 to 36 lb. in.	0,3 to 0,4	$\frac{7}{16}$ in. dia. U.N.F.	33 to 36	4,5 to 5,0
$\frac{1}{4}$ in. dia. U.N.F.	5 to 7	0,7 to 1,0	$\frac{5}{8}$ in. and $\frac{11}{16}$ in. A/F		
$\frac{7}{16}$ in. A/F			$\frac{1}{2}$ in. dia. U.N.F.	48 to 52	6,6 to 7,2
$\frac{5}{16}$ in. dia. U.N.F.	13 to 15	1,8 to 2,0	$\frac{3}{4}$ in. A/F		
$\frac{1}{2}$ in. A/F			$\frac{5}{8}$ in. dia. U.N.F.	73 to 78	10,0 to 10,8
$\frac{3}{8}$ in. dia. U.N.F.	22 to 25	3,0 to 3,4	$\frac{7}{8}$ in. A/F		
$\frac{9}{16}$ in. A/F					

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**TORQUE TIGHTENING FIGURES FOR SPECIAL PARTS**

**FINAL DRIVE**

SIZE	COMPONENT	LB.FT.	KG.M.
1 1/8 in. dia. U.N.F. 1 1/16 in. A/F	Nut — Input flange to input pinion .. ..	275 to 300	38,0 to 41,5
7/16 in. dia. U.N.F. 1 1/16 in. A/F	Bolt — Rear axle cross-member mounting ..	34 to 37	4,7 to 5,1
7/16 in. dia. U.N.F. 5/8 in. A/F	Bolt — Torque arm .. .. .	34 to 37	4,7 to 5,1
1/4 in. dia. U.N.F. 7/16 in. A/F	Lock-nut — Differential trunnion bolt .. ..	12 to 14	1,6 to 1,9
3/8 in. dia. U.N.F. 9/16 in. A/F	Nut — Crown wheel to differential housing ..	42 to 45	5,8 to 6,2

**PEDALS**

SIZE	COMPONENT	LB.FT.	KG.M.
1 1/4 in. dia. U.N.F. 1 3/8 in. A/F	End plug — Brake pressure limiting valve ..	25 to 35	3,5 to 4,8
7/8 in. dia. U.N. 1 1/8 in. A/F	End plug — Distribution valve .. .. .	60 to 65	8,3 to 9,0
1/4 in. dia. U.N.F. 7/16 in. A/F	Setscrew — Brake distribution valve mounting ..	8 to 10	1,1 to 1,4
1/4 in. dia. U.N.F. 7/16 in. A/F	Castellated nut — Brake distribution valve mounting (early cars) .. .. .	3 to 5	0,4 to 0,7
2 B.A.	Nut — Master cylinder on-stop .. .. .	2 to 3	0,3 to 0,4

**FRONT AND REAR SUB-FRAMES AND FITTINGS**

SIZE	COMPONENT	LB.FT.	KG.M.
2 5/8 in. dia. U.N.	<b>Pre-compliant suspension</b> Metal mount — Front sub-frame .. ..	125 to 150	17,3 to 20,7
2 5/8 in. dia. U.N.	<b>Compliant suspension</b> Rubber mount — Front sub-frame .. ..	100 to 120	13,8 to 16,6
3/4 in. dia. U.N.F. 7/8 in. A/F	Adapter — Housing — Height control valve ..	29 to 32	4,0 to 4,4
1 1/16 in. dia. U.N. 1 5/16 in. A/F	Nut — Adapter — Roll restrictor valve .. ..	29 to 32	4,0 to 4,4
	Plug — Sealing — Height control ram .. .. (Later cars are fitted with a circlip)	60 to 65	8,3 to 9,0

## FRONT AND REAR SUSPENSION AND DAMPERS

SIZE	COMPONENT	LB.FT.	KG.M.
1½ in. dia. U.N. 2 in. A/F	Assembly ball joint — Lower triangle levers Torque to rotate ball pin prior to fitting shims Final assembly torque tightening .. ..	35 to 75 lb.in. 250 to 300	0,4 to 0,8 34,6 to 41,5
1½ in. dia. U.N. 1¾ in. A/F	Assembly ball joint — Front damper Torque to rotate ball pin prior to fitting shims Final assembly torque tightening .. ..	30 to 60 lb.in. 120 to 130	0,3 to 0,7 16,6 to 18,0
⅝ in. dia. U.N.F. ⅞ in. A/F	Bolt — Lower triangle levers .. ..	85 to 90	11,7 to 12,4
½ in. dia. U.N.F. ¾ in. A/F	Bolt — Lower triangle lever bearing pin housing	60 to 65	8,3 to 9,0
⅞ in. dia. U.N.F. 1 in. A/F	Bolt — Caliper to stub axle — Front Cars prior to Car Serial Number 1800 .. .. Cars after and including Car Serial Number 1800	42 to 45 55 to 60	5,8 to 6,2 7,6 to 8,3
½ in. dia. U.N.F. ¾ in. A/F	Bolt — Caliper to stub axle — Rear Cars prior to Car Serial Number 1800 .. .. Cars after and including Car Serial Number 1800	60 to 65 90 to 95	8,3 to 9,0 12,4 to 13,1
⅞ in. dia. U.N.F. 1⅞ in. A/F	Nut — Bearing pins .. ..	147 to 153	20,3 to 21,1
	<b>Pre-compliant suspension</b>		
1⅞ in. dia. U.N.F.	Nut — Slotted — Upper triangle levers ..	150 to 175	20,7 to 24,2
	<b>Compliant suspension</b>		
1⅞ in. dia. U.N.F.	Nut — Slotted — Upper suspension lever ..	150 to 175	20,7 to 24,2
⅝ in. dia. U.N.F. 1⅞ in. A/F	Nut — Eccentric adjuster — Upper lever .. ..	73 to 78	10,1 to 10,8
⅝ in. dia. U.N.F. 1⅞ in. A/F	Nut — Jaw bolt — Upper lever .. ..	73 to 78	10,1 to 10,8
⅝ in. dia. U.N.F. 1⅞ in. A/F	Nut — Castor adjuster — Compliance rod ..	73 to 78	10,1 to 10,8
⅝ in. dia. U.N.F. 1⅞ in. A/F	Nut — Compliance rod mount .. ..	29 to 32	4,0 to 4,4
1 in. dia. U.N. 2 in. A/F	Ball joint housing — Yoke .. .. <b>Note</b> (1) Thread locked with 'Casco MLF 13' (2) Special spanner required	140 to 160	19,3 to 22,1
1⅞ in. dia. U.N.F. 1⅞ in. A/F	Nut — End yoke to drive shaft — Rear hubs .. All cars prior to Car Serial Number SRX 1916 and Coachbuilt cars prior to Car Serial Number CRX 1937	450 to 475	62,2 to 65,7
1⅞ in. dia. U.N.F. 1⅞ in. A/F	Nut — End yoke to drive shaft — Rear hubs .. All cars from Car Serial Number SRX 1916 and Coachbuilt cars from Car Serial Number CRX 1937 up to and including Car Serial Number SRX 6544, SRH 5156 and Coachbuilt cars Car Serial Number CRX 6571.	525	72,6
1⅞ in. dia. U.N.F. 1⅞ in. A/F	Nut — End yoke to drive shaft — Rear hubs .. All cars after Car Serial Numbers SRX 6544, SRH 5156 and Coachbuilt cars Car Serial Number CRX 6571. <b>Note</b> Apply 'Molytone' 265 X2/123 or equivalent to the threads and the abutment face of the nut.	500	69,5
3¼ in. dia. U.N.	Lock-nut — Isolator tube — Rear suspension (early cars) .. ..	80 to 90	11,1 to 12,4
	Lock-nut — Isolator tube — Rear suspension (later cars) .. ..	100 to 150	13,8 to 20,7
½ in. dia. U.N.F. 1⅞ in. A/F	Nut — Front and rear road wheels .. ..	45 to 50	6,2 to 6,9

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HYDRAULIC PIPES AND FITTINGS

SIZE	COMPONENT	LB.FT.	KG.M.
$\frac{5}{8}$ in. dia. U.N.F. $\frac{3}{4}$ in. A/F	Adapter — Solenoid valve restrictor .. ..	22 to 25	3,0 to 3,5
$\frac{3}{8}$ in. dia. U.N.F. $\frac{7}{16}$ in. A/F	Blanking plug — Solenoid valve high pressure restrictor (No longer fitted on later cars) .. ..	8 to 10	1,1 to 1,4
$\frac{3}{8}$ in. dia. U.N.F. $\frac{1}{2}$ in. A/F	Pipe nut — Front pump to accumulator ..	8 to 10	1,1 to 1,4
$\frac{3}{8}$ in. dia. U.N.F. $\frac{1}{2}$ in. A/F	Pipe nut — Rear pump to accumulator .. ..	8 to 10	1,1 to 1,4
$\frac{5}{8}$ in. dia. U.N.F. $\frac{7}{8}$ in. A/F	Pipe nut — Pump to accumulator .. ..	20 to 25	2,8 to 3,4
$\frac{3}{8}$ in. dia. U.N.F. $\frac{7}{16}$ in. A/F	Nut—Flexible pipe—Front accumulator to frame	5 to 7	0,7 to 1,0
$\frac{3}{8}$ in. dia. U.N.F. $\frac{7}{16}$ in. A/F	Nut—Flexible pipe—Rear accumulator to frame	5 to 7	0,7 to 1,0
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. A/F	Nut—Flexible pipe—Body to sub-frame—Brakes (face seal type) .. .. .	12 to 15	1,7 to 2,2
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. A/F	Nut—Flexible pipe—Height control valve—Body to sub-frame (face seal type) .. .. .	12 to 15	1,7 to 2,2
$\frac{3}{8}$ in. dia. U.N.F. $\frac{3}{4}$ in. A/F	Brake line restrictors .. .. .	12 to 15	1,7 to 2,2
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. A/F	Lock-nut — Flexible hose to support plate ..	10 to 12	1,4 to 1,7
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. A/F	Male pipe nut — $\frac{3}{16}$ in. dia. Bundy tubing ..	5 to 7	0,7 to 1,0
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. A/F	Female pipe nut — $\frac{3}{16}$ in. dia. Bundy tubing ..	8 to 10	1,1 to 1,4
$\frac{7}{16}$ in. dia. U.N.F. $\frac{1}{2}$ in. A/F	Male pipe nut — $\frac{1}{4}$ in. dia. Bundy tubing ..	8 to 10	1,1 to 1,4
$\frac{9}{16}$ in. dia. Whit. $\frac{1}{2}$ in. dia. U.N.F.	Pipe nut — Brake pump inlet pipe .. ..	12 to 15	1,7 to 2,1
$\frac{1}{2}$ in. dia. U.N.F. $\frac{3}{4}$ in. A/F	Nut — Brake fluid filters .. .. .	20 to 25	2,8 to 3,4
$\frac{3}{4}$ in. A/F	(Cars after Car Serial Number SRX 3367, and Coachbuilt cars after Car Serial Number CRH 3489. Cars prior to these Car Serial Numbers are torque tightened to the lower figure) .. ..	8 to 10	1,1 to 1,4

**BRAKE PUMP AND ACCUMULATOR**

SIZE	COMPONENT	LB.FT.	KG.M.
$\frac{3}{8}$ in. dia. U.N.F. $\frac{7}{16}$ in. A/F	Bleed screw .. .. .	8 to 10	1,1 to 1,4
$\frac{3}{8}$ in. dia. U.N.F. 1 in. A/F	Pressure switch .. .. .	12 to 15	1,7 to 2,1
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. A/F	Adapter — Inlet hose .. .. .	12 to 15	1,7 to 2,1
$1\frac{1}{8}$ in. dia. U.N.F.	Accumulator sphere to valve body .. ..	55 to 60	7,6 to 8,3
$\frac{5}{8}$ in. dia. U.N.F.	Charging valve cap .. .. .	20 to 25	2,8 to 3,5
$\frac{3}{4}$ in. A/F $1\frac{1}{8}$ in. U.N.F.	Brake pump to engine — Castellated nut ..	32 to 35	4,4 to 4,8
	Ring — Clamping — Accumulator .. ..	265 to 275	36,6 to 38,0
	Adapter — Brake pump — High pressure outlet	50 to 55	6,9 to 7,6
	Plug — Accumulator — Bobbin retaining ..	55 to 60	7,6 to 8,3

**STEERING AND IDLER BOXES, CROSS-BEAM AND TRACK RODS**

SIZE	COMPONENT	LB.FT.	KG.M.
$\frac{3}{4}$ in. dia. U.N.F. $1\frac{1}{8}$ in. A/F	Nut — Idler shaft .. .. .	80 to 90	11,0 to 12,4
$\frac{7}{8}$ in. dia. U.N.F. $1\frac{1}{2}$ in. A/F	Nut — (Saginaw) — Rocking shaft .. ..	160 to 210	22,1 to 29,0
$\frac{7}{16}$ in. dia. U.N.F. $\frac{11}{16}$ in. A/F	Nut — Ball pin — Track rod .. .. .	35 to 40	4,8 to 5,5
$\frac{1}{2}$ in. dia. U.N.F. $\frac{3}{4}$ in. A/F	Nut — Adjusting — Idler shaft .. .. .	42 to 45	5,8 to 6,2
$\frac{5}{16}$ in. dia. U.N.F. $\frac{1}{2}$ in. A/F	Bolt — Track rod clamping .. .. .	15 min.	2,1 min.
$\frac{11}{16}$ in. dia. U.N.F. $1\frac{1}{8}$ in. A/F	Nut — Steering wheel .. .. . (Cars up to and including Car Serial Number SRX 6000)	40 to 45	5,5 to 6,2
$\frac{11}{16}$ in. dia. U.N.F. $1\frac{1}{8}$ in. A/F	Nut — Steering wheel .. .. . (Cars assembled after Car Serial Number SRX 6000)	25 to 28	3,4 to 3,9
$\frac{7}{16}$ in. dia. U.N.F. $\frac{5}{8}$ in. A/F	Nut — Pressure supply hose to steering box ..	20 to 30	2,8 to 4,1
$\frac{7}{16}$ in. dia. U.N.F. $\frac{11}{16}$ in. A/F	Nut — Return pipe to steering box .. ..	20 to 30	2,8 to 4,1
$\frac{7}{16}$ in. dia. U.N.F. $\frac{5}{8}$ in. A/F	Nut — Pressure supply box to steering pump — (Saginaw) .. .. .	25 to 40	3,4 to 5,5
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. dia. A/F	Setscrew — Steering column mounting .. ..	21 to 24	2,9 to 3,3

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ENGINE

SIZE	COMPONENT	LB.FT.	KG.M.
½ in. dia. U.N.F. ¾ in. A/F	Nut — Main bearing cap .. .. .	45 to 50	6.2 to 6.9
⅜ in. dia. U.N.F. ⅞ in. A/F	Bolt — Big-end .. .. .	35 to 40	4.8 to 5.5
¼ in. dia. U.N.F. ⅞ in. A/F	Bolt — Oil pump intake strainer .. .. .	24 to 30 lb.in.	0.3
⅜ in. dia. U.N.F. ⅞ in. A/F	Setscrew — Drive plate to crankshaft .. .. .	29 to 32	4.0 to 4.4
* 1¼ in. dia. U.N.S. 1.308 in. dia. U.N.S.	Slotted nut — Crankshaft pinion (left-hand) .. .. .	280 to 320	38.7 to 44.2
⅜ in. dia. U.N.F. ⅞ in. A/F	Setscrew — Crankshaft damper drive .. .. .	95 to 100	13.1 to 13.8
⅞ in. dia. U.N.F. ⅞ in. A/F	Setscrew — Crankshaft balance weight .. .. .	30 to 35	4.1 to 4.8
⅞ in. dia. U.N.F. ⅞ in. A/F	Setscrew — Crankshaft balance weight .. .. .	48 to 52	6.6 to 7.1
⅞ in. dia. U.N.F. ⅞ in. A/F	Nut — Cylinder head	Initial Tightening Stage 1 20 to 25	2.8 to 3.5
		Final Tightening Stage 2 50 to 55	6.9 to 7.6
¼ in. dia. U.N.F. ⅞ in. A/F	Setscrew — Rocker shaft pedestal .. .. .	8 to 10	1.1 to 1.4
¼ in. dia. U.N.F. ⅞ in. A/F	Nut — Rocker cover retaining .. .. .	10 to 12 lb.in.	0.1
¼ in. dia. U.N.F. ⅞ in. A/F	Setscrew — Tappet block .. .. .	8 to 10	1.1 to 1.4
¼ in. dia. U.N.F. ⅞ in. A/F	Setscrew — Camshaft gear .. .. .	8 to 10	1.1 to 1.4
⅞ in. dia. U.N.F.	Castellated nut — Brake pump to engine .. .. .	32 to 35	4.4 to 4.8
⅞ in. dia. U.N.F.	Nut — Oil pump drive gear .. .. .	23 to 27	3.2 to 3.7
½ in. A/F			
¼ in. dia. U.N.F. ⅞ in. A/F	Bolt — Oil filter centre .. .. .	10 to 12	1.4 to 1.6
⅞ in. dia. U.N.F. ½ in. A/F	Setscrew — Exhaust manifold retaining .. .. .	23 to 25	3.2 to 3.4
3 B.A.	Setscrew — Oil level indicator .. .. .	20 to 22 lb.in.	0.2
¼ in. dia. U.N.F. ⅞ in. A/F	Bolt — Clamp — Distributor plate .. .. .	48 to 52 lb.in.	0.6
½ in. dia. U.N.F. ¾ in. A/F	Nut — Dynamo pulley .. .. .	24 to 27	3.3 to 3.7
⅞ in. A/F	Nut — Alternator pulley .. .. .	35 to 40	4.8 to 5.5
⅞ in. A/F	Sparking plug .. .. .	13 to 17	1.8 to 2.3
⅞ in. A/F	Nut — Saginaw — Steering pump pulley .. .. .	45 to 50	6.2 to 6.9
⅞ in. A/F	Setscrew—Hobourn Eaton—Steering pump pulley	18 to 22	2.5 to 3.0
⅞ in. dia. U.N.C. ½ in. A/F	Nut — Viscous fan retaining .. .. .	10 to 15	1.4 to 2.1
⅞ in. dia. U.N.F. ⅞ in. A/F	Bolt — Refrigeration compressor extension pipe assembly .. .. .	10 to 25	1.4 to 3.4

## TORQUE CONVERTER TRANSMISSION

SIZE	COMPONENT	LB.FT.	KG.M.
$\frac{1}{4}$ in. dia. U.N.C. $\frac{7}{16}$ in. A/F	Setscrew — Solenoid to case .. .. .	10	1,4
$\frac{1}{4}$ in. dia. U.N.C. $\frac{7}{16}$ in. A/F	Setscrew — Control valve unit to case .. .. .	8	1,1
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Control valve unit to case .. .. .	8	1,1
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Line pressure plug $\frac{1}{8}$ in. dia. pipe .. .. .	10	1,4
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Pump body to cover .. .. .	18	2,5
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Pump to case .. .. .	18	2,5
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Rear servo case to cover .. .. .	18	2,5
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Governor cover to case .. .. .	18	2,5
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Parking pawl cover to case .. .. .	18	2,5
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Vacuum modulator retainer to case .. .. .	18	2,5
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Speedometer drive to case retainer .. .. .	18	2,5
$\frac{5}{16}$ in. dia. U.N.C. $\frac{1}{2}$ in. A/F	Setscrew — Sump to case .. .. .	12	1,7
$\frac{3}{8}$ in. dia. U.N.C. $\frac{9}{16}$ in. A/F	Setscrew — Rear extension to case .. .. .	23	3,2
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. A/F	Nut — Manual shaft to detent lever .. .. .	18	2,5
$\frac{3}{8}$ in. dia. U.N.C. $\frac{9}{16}$ in. A/F	Nut — Gearchange lever to manual shaft .. .. .	18	2,5
$\frac{3}{8}$ in. dia. U.N.C. $\frac{3}{8}$ in. Thin wall socket	Setscrew — Case to centre support .. .. .	23	3,2
$\frac{3}{8}$ in. dia. U.N.C. $\frac{9}{16}$ in. A/F	Setscrew — Engine flex plate to torque converter .. .. .	30	4,1
$\frac{5}{16}$ in. dia. U.N.F. $\frac{1}{2}$ in. A/F	Setscrew — Adapter to engine .. .. .	18	2,5
$\frac{7}{16}$ in. dia. U.N.F. $\frac{5}{8}$ in. A/F	Setscrew — Bell housing to adapter plate .. .. .	45	6,2
$\frac{3}{8}$ in. dia. U.N.F. $\frac{9}{16}$ in. A/F	Setscrew — Crankcase to adapter plate .. .. .	32	4,4
$\frac{5}{16}$ in. dia. U.N.F. $\frac{1}{2}$ in. A/F	Setscrew — Mounting plate to adapter .. .. .	18	2,5
$\frac{1}{4}$ in. dia. U.N.F. $\frac{7}{16}$ in. A/F	Setscrew — Bottom cover to heat exchanger (if fitted) .. .. .	10	1,4
$\frac{7}{16}$ in. dia. U.N.C. $\frac{5}{8}$ in. A/F	Setscrew — Actuator mounting bracket to rear extension .. .. .	38	5,3
$\frac{5}{16}$ in. dia. U.N.F. $\frac{1}{2}$ in. A/F	Bolt — Actuator to mounting bracket .. .. .	18	2,5



**Chapter P**

**4-SPEED AUTOMATIC GEARBOX**

SIZE	COMPONENT	LB.FT.	KG.M.
¼ in. dia. U.N.F. 7/16 in. A/F	Plug — Fluid coupling drain .. .. .	5 to 7	0,7 to 1,0
	Plug — Sump drain .. .. .	40 to 50	5,5 to 6,2
¼ in. dia. U.N.F. 7/16 in. A/F	Setscrew — Control valve unit to gearbox ..	6 to 8	0,8 to 1,1
7/16 in. dia. U.N.F. 5/8 in. A/F	Setscrew — Parking pawl support .. ..	25 to 28	3,5 to 3,9
3/8 in. dia. U.N.F. 9/16 in. A/F	Blanking plug — Front servo .. .. .	6 to 7	0,8 to 0,9
½ in. dia. U.N.F. 3/4 in. A/F	Lock-nut — Band adjusting screw .. ..	45 to 50	6,2 to 6,9
1 1/8 in. dia. U.N.F. 1 1/4 in. A/F	Plug — Pressure control valve .. .. .	45 to 50	6,2 to 6,9
5/16 in. dia. U.N.F. 7/16 in. A/F	Setscrew — Front pump to gearbox casing ..	10 to 13	1,4 to 1,8
1 in. dia. U.N.F. Slotted nut	Nut — Output shaft to coupling flange .. ..	150 to 180	20,7 to 24,9
7/16 in. dia. U.N.F. 9/16 in. A/F	Setscrew — Centre bearing cap to gearbox case	29 to 32	4,0 to 4,4
No. 10 AM—NC	Setscrew — G2 Valve retaining plate .. ..	3 to 4	0,4 to 0,5
	Screws — Cheese head		
	Annulus gear to rear drum .. .. .	3 to 4	0,4 to 0,5
	Rear servo valve body to main body .. ..	3 to 4	0,4 to 0,5
	Front body to inner body (Control valve unit)	3 to 4	0,4 to 0,5
	Outer body to inner body (Control valve unit)	3 to 4	0,4 to 0,5
	3-2 Timing valve body to inner body (Control valve unit) .. .. .	3 to 4	0,4 to 0,5
	Overspeed valve body to inner body (Control valve unit) .. .. .	3 to 4	0,4 to 0,5
	Compensator valve plate to outer body (Control valve unit) .. .. .	3 to 4	0,4 to 0,5
	Cover plate to front body (Control valve unit)	3 to 4	0,4 to 0,5
	Detent plunger retainer to outer valve body (Control valve unit) .. .. .	3 to 4	0,4 to 0,5
	Cover plate to manual valve body (Control valve unit) .. .. .	3 to 4	0,4 to 0,5
	Front servo valve body to main body .. ..	3 to 4	0,4 to 0,5

**SPEED CONTROL**

SIZE	COMPONENT	LB.FT.	KG.M.
¼ in. dia. U.N.C. 7/16 in. A/F	Nut — Bellows to mounting bracket .. ..	4 to 6	0.5 to 0.8
	<b>Regulator mounting</b>		
¼ in. dia. U.N.C. 7/16 in. A/F	Bolt — Regulator to mounting bracket .. ..	4 to 6	0.5 to 0.8
	<b>Note</b> Use with lock-washer		
	<b>Regulator mounting</b>		
¼ in. dia. U.N.C. 3/8 in. A/F	Setscrew — 'Whiz-Tite' — Regulator to mounting bracket .. ..	14 to 16	1.9 to 2.2
	<b>Note</b> Locking serrations under setscrew head		

**SEAT BELTS**

SIZE	COMPONENT	LB.FT.	KG.M.
7/16 in. dia. U.N.F. 1 1/16 in. A/F	Bolt — Seat belt anchorage .. ..	21 to 23	2.9 to 3.2

**BODY**

	LB.FT.	KG.M.
5/16 in. C/S screw — striker plate .. ..	16 to 18	2.2 to 2.5
Clamping screw — sun visor .. ..	12 to 18	1.7 to 2.5
5/16 in. dia. U.N.F. — Screw — Front door top hinges ..	16 to 18	2.2 to 2.5
¼ in. C/S screw — Door lock .. ..	8 to 10	1.1 to 1.4
screw — Interior rear view mirror stem head .. ..	20 to 25 lb.in.	0.2 to 0.3
screw — Interior rear view mirror friction-joint .. ..	13 to 15 lb.in.	0.1 to 0.2

**ITEMS WHICH ARE NOT TO BE TORQUE TIGHTENED**

- |    |   |
|----|---|
| 1. | Nuts which are locked by riveting.                                  |
| 2. | Wood screws.  |
| 3. | Stub axle nuts (front and rear)                                     |
| 4. | All threads less than 2 B.A. (except items listed in this Chapter). |
| 5. | Front Door private lock-nuts.                                       |

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