

Basic Capacities

Car	Engine Oil	Manual Trans	Auto Trans.	Rear Axle	Cooling System	Fuel (U.S. Gallons)
3.8 E-Type	18 U.S. Pints	3 U.S. Pints	N/A	3-1/4 U.S. Pints	38-1/2 U.S Pints	16-3/4
4.2 E-Type Series I	18 U.S. Pints	3 U.S. Pints	19 U.S. Pints	3-1/4 U.S. Pints	38-1/2 U.S Pints	16-3/4
4.2 E-Type Series II	18 U.S. Pints	3 U.S. Pints	19 U.S. Pints	3-1/4 U.S. Pints	32-1/5 U.S Pints	16-3/4
V-12 E-Type Series III	23 U.S. Pints	3.25 U.S. Pints	19 U.S. Pints	3-1/4 U.S. Pints	43 U.S. Pints	20-1/4

Timing

Application	Setting	Notes
E-Type 3.8	9° B.T.D.C.	8:1 compression
E-Type 3.8	10° B.T.D.C.	9:1 compression
E-Type 4.2 Series I	9° B.T.D.C.	8:1 compression
E-Type 4.2 Series I	10° B.T.D.C.	9:1 compression
E-Type 4.2 Series II	9° B.T.D.C.	8:1 compression, non-USA
E-Type 4.2 Series II	10° B.T.D.C.	9:1 compression, non-USA
E-Type 4.2 Series II	5° B.T.D.C.	Static, USA
E-Type 4.2 Series II	10° B.T.D.C.	At 1,000 RPM, USA
E-Type V-12 Series III	10° B.T.D.C.	Static
E-Type V-12 Series III	4° A.T.D.C.	Idling

Basic Torque Values, Six-Cylinder

Application	Inch Pounds	Foot Pounds	KG/M.
Cam Bearing Caps	175	15	2.0 kg/m.
Connecting Rod Bolts	450	37	5.1 kg./m.
Main Bearing Cap Bolts	1000	83	11.5 kg/m.
Cylinder Head Nuts, Early 4.2	650	54	7.5 kg/m.
Cylinder Head Nuts, Later 4.2		58	8.0 kg/m.
Flywheel		67	9.2 kg/m.

Note: See separate listing for ARP-brand fasteners.

Basic Torque Values, V-12

Application	Foot Pounds	KG/M.
Cam Bearing Caps	9	1.24 kg/m.
Connecting Rod Bolts	40-41	5.5 to 5.6 kg./m
Main Bearing Cap, ½" Studs	63	8.7 kg/m.
Main Bearing Cap, 3/8" Studs	28	3.8 kg/m.
Cylinder Head Nuts, 7/16" Studs	52	7.2 kg/m.
Cylinder Head Nuts, 3/8" Studs	27.5	3.7 kg/m.
Flywheel	66	9.1

Spark Plug Gap

All E-Type .025"/.64mm

Point Gap

E-Type 3.8 .014" to .016"
E-Type 4.2, All .014" to .016"
E-Type V-12 N/A (electronic ignition)

Firing Order

Application	Firing Order	Notes
Six Cylinder	1-5-3-6-2-4	#6 is front-most cylinder
V-12	1A, 6B, 5A, 2B, 3A, 4B, 6A, 1B, 2A, 5B, 4A, 3B	A=Right Bank; B=Left Bank; #1 cylinder is at front of engine

Valve Clearance (Cold)

Application	Intake	Exhaust	Notes
E-Type 3.8, Normal	.004"	.006"	
E-Type 3.8, Race	.006"	.010"	
E-Type Series I 4.2, Normal	.004"	.006"	
E-Type Series I 4.2, Race	.006"	.010"	
E-Type Series II	.004"	.006"	Early cars with 2-bolt camshafts
E-Type Series II	.012"-.014"	.012"-.014"	Later cars with 4-bolt camshafts
E-Type V-12	.012"	.014"	

Front Wheel Alignment

E-Type 3.8

Castor	$2^{\circ} \pm 1/42^{\circ}$ Positive
Camber	$1/4^{\circ} \pm 1/4^{\circ}$ Positive
Toe	1/16" to 1/8" Toe In

E-Type 4.2 Series I

Castor, Early	$1-3/4^{\circ} \pm 1/4^{\circ}$ Positive
Castor, Later	$2^{\circ} \pm 1/2^{\circ}$ Positive (1966- on)
Camber	$1/4^{\circ} \pm 1/2^{\circ}$ Positive
Toe	1/16" to 1/8" Toe In

E-Type 4.2 Series II

Castor, Later	$2^{\circ} \pm 1/2^{\circ}$ Positive
Camber	$1/4^{\circ} \pm 1/2^{\circ}$ Positive
Toe	1/16" to 1/8" Toe In

E-Type V-12

Castor	$2-1/2^{\circ} \pm 1/2^{\circ}$ Positive
Camber	$0^{\circ} \pm 1/4^{\circ}$ Positive
Toe	1/16" to 1/8" (1.6mm-3.2mm) Toe In

Rear Wheel Alignment

E-Type 3.8

Camber	$3/4^{\circ} \pm 1/4^{\circ}$ Negative
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E-Type 4.2 Series I

Camber	$3/4^{\circ} \pm 1/4^{\circ}$ Negative
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E-Type 4.2 Series I

Camber	$3/4^{\circ} \pm 1/4^{\circ}$ Negative
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E-Type V-12

Camber	$3/4^{\circ} \pm 1/4^{\circ}$ Negative
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