

1968-69 Tune-Up Specifications

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE	DISTRIBUTOR		No.
	Type	Gap	Make	Model		Point Gap	Cam Angle	
ALFA ROMEO 1750	LODGE HL	—	Fuel	Injection	④	.017-.019"	—	1
B.M.C. M.G.B. M.G.C. Sports & Sedan Midget & Sprite	CH. N9Y CH. N9Y CH. N9Y CH. N9Y	.024-.026" .024-.026" .024-.026" .024-.026"	S.U. S.U. S.U. S.U.	HS4 HS6 HS4 HS2	.015" .015" .012" .012"	.014-.016" .014-.016" .014-.016" .014-.016"	57°-63° 34°-37° 57°-63° 57°-63°	2 3 4 5
B.M.W. 2002 1600	CH. N9Y CH. N9Y	.024" .024"	Solex Solex	40 PDSI 38 PDSI	.0059-.0079" .0059-.0079"	.016" .016"	60° 60°	6 7
CITROEN ID19 DS21	CH. L87Y CH. L9ZY	.025" .025"	Solex Weber	34 PBIC 28/36DDEAI	⑤ ⑤	.016" .016"	59° 59°	8 9
DATSUN Sedan & Wagon Sports 1600 Sports 2000 Patrol Pick-Up	NGK BP6E NGK BP6E NGK BP6E NGK BP6E NGK BP6E	.0315-.0355" .0315-.0355" .0315-.0355" .0275-.0315" .0315-.0355"	Hitashi Hitashi Hitashi Roch. Hitashi	DAF328 HJB 38W-5 HJG 46W-5 7015013 DCA 306-4	⑥ .017" ⑦ .015" .014"	.018" .018" .018" .018" .018"	49°-55° 49°-55° 49°-55° 35°-40° 49°-55°	10 11 12 13 14
ENGLISH FORD Cortina Man. Cortina Auto.	AL. AG22 AL. AG22	.023" .023"	Ford Ford	C9BH-9510-B C9BH-9510-A	③ ③	.025" .025"	38°-40° 38°-40°	15 16
FIAT 850 Sedan 850 Coupe & Spider 124 Sedan & Wagon 124 Coupe & Spider	CH. N6Y CH. N6Y CH. N9Y CH. N6Y	.020-.024" .020-.024" .024" .020-.024"	Weber Weber Weber Weber	— — 32 DHSA 26/34 DHSA	.006" ⑧ .008" ⑨	.018" .018" .018" .018"	60°±3° 60°±3° 60°±3° 60°±3°	17 18 19 20
JAGUAR "E" Type 2 + 2	NGK B6A	.025"	Strom.	175 CDSE	⑩	.014-.016"	—	21
LOTUS Elan	AL. AG32	—	Strom.	175 CD2SE	—	—	—	22
MERCEDES-BENZ 200-220/8 230-230S-230/S 250S-250/8-280S/8	Bosch W215T28 Bosch W215T28 Bosch W215T28	.028" .028" .028"	Solex Zenith Zenith	36-40 PDSI 35/40 INAT 35/40 INAT	— — —	.016-.020" .012-.016" .012-.016"	50°±2° 38°+3° -1° 38°+3° -2°	23 24 25

SPARK PLUGS: AL—AUTOLITE, CH.—CHAMPION
 CARBURETORS: Roch.—ROCHESTER, Strom.—STROMBERG

1968-69 Tune-Up Specifications

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No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
1	2° ATDC	-	-	-	-	④ Set valves: .019" Int., .021" Exh.
2	20° BTDC ①	900	-	1300-1400	4.5-5.5% C O	① Timing set at 1000 RPM.
3	4° BTDC ①	850	-	1300-1400	2.5-3.5% C O	
4	3° BTDC ①	900	-	1100-1200	3-4% C O	
5	5° BTDC ①	1000	-	1100-1200	3-4% C O	
6°	23° BTDC ②	-	-	-	7±1% C O	
7	23° BTDC ②	-	-	-	7±1% C O	
8	TDC	750	-	-	-	⑤ Set valves: .006" Int., .008" Exh.
9	TDC	750	-	950	-	
10	5° ATDC	700	650	-	2.2±0.2% C O	⑥ Set valves: .008" Int., .010" Exh. ⑦ Set valves: .008" Int., .012" Exh.
11	TDC	700	-	-	2.0±0.2% C O	
12	TDC	700	-	-	2.0±0.2% C O	
13	TDC	600	-	-	-	
14	TDC	700	-	-	2.0±1.0% C O	
15	4° BTDC	700-740	-	2500-2900	-	③ Set valves: .010" Int., .017" Exh. (except GT) .012" Int., .022" Exh. (GT models)
16	4° BTDC	-	615	2500-2900	-	
17	TDC	950	-	-	-	⑧ Set valves: .006" Int., .008" Exh. ⑨ Set valves: .018" Int., .020" Exh.
18	TDC	950	-	-	-	
19	TDC	800	-	1500±50	3% C O	
20	10° BTDC	850	-	1400±50	3% C O	
21	10° BTDC	750	650	1100	-	⑩ Set valves: .004" Int., .006" Exh.
22	-	950	-	-	-	
23	43° BTDC @ 4500 RPM	850-900	-	-	2.0-2.5% C O	
24	37° BTDC @ 4500 RPM	800-900	-	-	0.5-1.0% C O	
25	37° BTDC ② 4500 RPM	800-900	-	-	0.5-1.0% C O	

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CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE	DISTRIBUTOR		No.
	Type	Gap	Make	Model		Point Gap	Cam Angle	
OPEL								
1.1 Engine	AC 43FS	.030"	Solex	1 Bbl.	①	.018"	50°±2°	1
1.5 Engine	AC 42XLS	.030"	Solex	2 Bbl.	.012"	.018"	50°±2°	2
1.9 Engine	AC 43FS	.030"	Solex	2 Bbl.	.012"	.018"	50°±2°	3
PORSCHE								
911	Bosch WT250PZ1	.014"	Weber	401DAP3C	.004"	.014"	38°±2°	4
912	Bosch WT225T7	.030"	Solex	40P11-4	.004" Int. .006" Ex.	.016"	50°	5
RENAULT								
R10	CH. L87Y	.025"	Solex	26-32DIDTA5	②	.016"	55°	6
R16	CH. UN12Y	.025"	Solex	26-32DIDSA3	③	.016"	55°	7
ROLLS-ROYCE & BENTLEY								
Silver Shadow & T-Series	CH. N14Y	.023-.028"	S.U.	HD8	—	.014-.016"	31°-37°	8
ROVER								
2000 S.C.	CH. N9Y	.025"	S.U.	HS8	—	.014-.016"	—	9
2000 T.C.	CH. N6Y	.025"	S.U.	HS6	—	.014-.016"	—	10
Land Rover	CH. N14Y	.029-.032"	Zenith	361VE	.010"	.014-.016"	—	11
SAAB								
1968 V-4 Engine	AL. AE22	.025"	Solex	32PDSIT-4	.015-.016"	.016"	50°±2°	12
1969 V-4 Engine	AL. AG22	.025"	Ford	C8GH9510H	.016"	.016"	50°±2°	13
SIMCA								
1118	CH. N9Y	.025"	Solex	32BIC5A	.012"	.017"	56°±1°	14
1204	CH. N9Y	.025"	Solex	32BICSA	.012"	.017"	56°±1°	15
SUNBEAM								
Arrow	CH. N9Y	.025"	Strom.	150CDS	.019-.020"	.015"	60°±3°	16
1500 cc. Engine	CH. N9Y	.025"	Strom.	150CDS	.019-.020"	.015"	60°±3°	17
Alpine	CH. N9Y	.025"	—	—	—	.016"	—	18
TRIUMPH								
Spitfire Mk III	CH. UN12Y	.025"	S.U.	Emission	.010"	.015"	40°-42°	19
TR4A	CH. L87Y	.025"	S.U.	Emission	.010"	.014-.016"	60°±3°	20
GT6	CH. UN12Y	.025"	Strom.	175CD2SE	.010"	.015"	40°-42°	21
TR250	CH. UN12Y	.025"	Strom.	175CD2SE	.010"	.014-.016"	—	22

SPARK PLUGS: AL—AUTOLITE, CH.—CHAMPION

CARBURETORS: Strom.—STROMBERG

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No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
1 2 3	- - -	- - -	- - -	- - -	- - -	① Set valves: .006" Int., .010" Ex.
4 5	34° @ 6000 RPM 3° ATDC	900-1100 1000	- -	- -	3.1-3.4% C O 2.9-3.3% C O	
6 7	TDC TDC	- -	- -	1300-1400 1300-1400	- -	② Set valves: .006" Int., .008" Ex. ③ Set valves: .008" Int., .010" Ex.
8	⑤	550-600	-	1900-2000	5.5-6% C O	⑤ Set timing at TDC at 500 RPM
9 10 11	④ ④ 3° ATDC	700-800 700-800 750-800	- - -	- - -	- - 5-7.5% C O	④ Set timing 4° ATDC. On early models 6° ATDC.
12 13	10° BTDC 6° BTDC	1000 900	- -	1300 1900-2100	2.0±5% C O 2.0±25% C O	
14 15	TDC TDC	850 850	- -	- -	2% C O 2% C O	
16 17 18	6°-10° BTDC 2°-6° BTDC -	700-800 S.C. 800-900 T.C. -	- - -	- - -	- - -	
19 20 21 22	2° ATDC TDC 4° ATDC 4° ATDC	800-850 850-900 800-850 800-850	- - - -	1100 1100 1100-1300 1100-1300	3.5-4.5% C O 3.5-4.5% C O 3.5-4.5% C O 2.5-3.5% C O	

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	Type	Gap	Make	Model		Point Gap	Cam Angle	
TOYOTA								
3R-C Engine	NIP. W17ES	.032"	Aisan	DW35	①	.018"	52°	1
2M-Engine	NIP. W22E	.032"	Aisan	—	②	.018"	41°	2
F-Engine	CH.UJ10Y	.032"	Aisan	D40	①	.018"	41°	3
K-Engine	NIP. W17EW	.032"	Aisan	—	②	.018"	52°	4
VOLKSWAGEN								
Type I	Bosch WT175	.028"	Solex	30PICT2	.004"	.016"	47°-53°	5
Type II	Bosch WT175	.028"	Solex	30PICT2	.004"	.016"	47°-53°	6
Type III	Bosch WT225	.028"	Fuel	Injection	.004"	.016"	47°-53°	7
VOLVO								
B18B Engine	Bosch W200T35	.025-.028"	Strom.	CDSE	.020-.022"	.014-.016"	—	8
B20B Engine	Bosch W200T35	.025-.028"	Strom.	CDSE	.020-.022"	.014-.016"	—	9
164	Bosch W175T35	.028-.032"	Strom.	175CD2SE	.020-.022"	.010"	—	10

SPARK PLUGS: CH.—CHAMPION, NIP—NIPPONDENSO

CARBURETORS: Strom.—STROMBERG

1968-69 Tune-Up Specifications

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No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
1	5° BTDC	650	—	—	2.5-3.5% C O	① Set valves: .008" Int., .014" Ex. ② Set valves: .003" Int., .007" Ex.
2	5° BTDC	650	—	—	2.5-3.5% C O	
3	TDC	600	—	—	2.5-3.5% C O	
4	5° ATDC	650	—	—	2.5-3.5% C O	
5	TDC	850-900	1000	1200	2.8-3.1% C O	
6	TDC	850-900	—	1200	2.8-3.1% C O	
7	TDC	850-900	1000	1200	2.8-3.1% C O	
8	5° BTDC	800	—	—	3.0-3.5% C O	
9	10° BTDC	800	—	—	3.0-3.5% C O	
10	10° BTDC	750	—	—	—	