

1970 Tune-Up Specifications

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE	DISTRIBUTOR		NO.
	Type	Gap	Make	Model		Point Gap	Cam Angle	
AUSTIN/MG								
America	CH. N9Y	.024-.026"	S.U.	HS4	.012" Cold	.014-.016"	57-63°	1
Midget MK. III	CH. N9Y	.024-.026"	S.U.	HS2 (2)	.012" Cold	.014-.016"	57-63°	2
Sprite MK. IV	CH. N9Y	.024-.026"	S.U.	HS2 (2)	.012" Cold	.014-.016"	57-63°	3
M.G.B.	CH. N9Y	.024-.026"	S.U.	HS4 (2)	.015" Cold	.014-.016"	57-63°	4
M.G.C.	CH. N9Y	.024-.026"	S.U.	HS6 (2)	.015" Cold	.014-.016"	34-37°	5
B.M.W.								
1600	CH. N9Y	.024"	Solex	38 PDSI	④	.016"	60°	6
2002	CH. N9Y	.024"	Solex	40 PDSI	④	.016"	60°	7
2500	CH. N5	.014-.016"	Zenith	35/40 INAT	①	.014-.016"	36°±1°	8
2800	CH. N5	.014-.016"	Zenith	35/40 INAT	①	.014-.016"	36°±1°	9
CITROEN								
ID 19	CH. L87Y	.025"	Solex	34 PBIC	①	.016"	59°	10
DS 21	CH. L9ZY	.015"	Weber	28/36 DDEAI	①	.016"	59°	11
DATSUN								
Sedan, Wagon & Pick-Up	NGK BP6E	.0315-.0355"	Hitashi	①	③	.017"	49-55°	12
1600	NGK BP6E	.0315-.0355"	Hitashi	HJB 38W-6	....	.017"	49-55°	13
2000	NGK BP6E	.0315-.0355"	Hitashi	HJG 46W-7	....	.017"	49-55°	14
240-Z	NGK BP6E	.0315-.3555"	Hitashi	HJG 46W	③	.017"	.....	15
ENGLISH-FORD								
Cortina (1300)	AL. AG22	.023"	Ford	C7BH-A, C	①	.025"	38-40°	16
Cortina (1600)	AL. AG22	.023"	Ford	701W-CA, DA	①	.025"	38-40°	17
GT (1600)	AL. AG22	.025"	Weber	32-DFV	②	.025"	38-40°	18
FIAT								
850 Sedan (other)	CH. N9Y	.020-.024"	Weber	30 DICA	.006" Cold	.017-.019"	60°±3°	19
124 Sedan & Wgn. Coupe & Spider	CH. N6Y	.020-.024"	Weber	30 DICA	①	.015-.017"	60°±3°	20
	CH. N9Y	.020-.024"	Weber	32 DHSAI	.008" Cold	.017-.019"	60°±3°	21
	CH. N6Y	.020-.024"	Weber	26/34 DHSAI	②	.017-.019"	60°±3°	22
MERCEDES-BENZ								
220/8	Bosch W200T27	.028"	Strom.	175 CDT	③	.....	48-52° ⑤	23
250/8	W200T27	.028"	Zenith	35/40 INAT (2)	③	.....	37-41° ⑥	24
280 S/8	W200T27	.028"	Zenith	35/40 INAT (2)	③	.....	37-41° ⑥	25
280 SE/8	W215T28	.....	Fuel	Injection	③	.....	37-41°	26
280 SL/8	W215T28	.....	Fuel	Injection	③	.....	37-41°	27
300 SEL/8	W215T28	.....	Fuel	Injection	③	.....	37-41°	28
300 SEL/8 (6.3)	W215P21	.....	Fuel	Injection	④	.....	.....	29
600	W215P21	Fuel	Injection	④	30

SPARK PLUGS: AL - AUTOLITE, CH. - CHAMPION
 CARBURETORS: STROM. - STROMBERG

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		Man. Trans.	Auto. Trans.			
1	3° BTDC ①	850	1050 Max.	3.5% Max.	① At 1000 RPM (TDC Static) ② At 1000 RPM (4° BTDC Static) ③ At 1000 RPM (10° BTDC Static) (Vacuum pipe disconnected)
2	10° BTDC ②	1000	.....	1100-1200	2.5% Max.
3	10° BTDC ②	1000	.....	1100-1200	2.5% Max.
4	20° BTDC ③	900	.....	1300-1400	4.5% Max.
5	4° BTDC ①	850	.....	1300-1400	3% Max.
6	23° BTDC ②	7± 1% CO	① .010" Int., .012" Exh. Cold ② Timing Set at 2000 RPM. ③ Timing Set at 1700 RPM. ④ .0059-.0079" Cold.
7	23° BTDC ②	.....	.....	.....	7± 1% CO
8	22° BTDC ③	.....	.....	.....	1.5-2.5% CO
9	22° BTDC ③	.....	.....	.....	1.5-2.5% CO
10	TDC	750	① .006" Int., .008" Exh.
11	TDC	750	.....	950	.....
12	10° BTDC	700	575 ②	2.0-4.0% CO	① DAF 328-6 (Sedan & Wagon Std. Trans.) DAF 328-8 (Sedan & Wagon Auto. Trans.) DAF 328-10 (Pick-Up) ② In "DRIVE". ③ .008" Int., .010" Exh. Cold.
13	TDC	750	.....	.....	2.0± .2% CO
14	TDC	700	.....	.....	2.0± .2% CO
15	5° BTDC	750	.....	.....	2.0%
16	6-10° BTDC	600 ± 20	600	① .010" Int., .020" Exh. ② .012" Int., .022" Exh. ③ 1700-1850 (Man. Trans.) 2000-2200 (Auto. Trans.)
17	12° BTDC	800 ± 20	800	③	.....
18	0° TDC	850 ± 20	.....	3000	.....
19	10° BTDC	850	① .006" Int., .008" Exh. Cold. ② .018" Int., .020" Exh. Cold
20	0° TDC	850	.....	1600±50	.....
21	0° TDC	850	.....	1600±50	.....
22	5° BTDC	850	.....	1600±50	.....
23	3° ATDC ②	750-850	2400-2800	3-4%	① Front Carb. only (1400 RPM) Rear Carb. (with adjusting screw). ② At 700 RPM with vacuum line connected. ③ .003" Int., .008" Exh. Cold. ④ .006" Int., .010" Exh. Cold. ⑤ 45-49° with transistorized ignition. ⑥ 28-32° with transistorized ignition.
24	2° ATDC	800-900	800-900	2500-2700 ①	1.8-2.8%	
25	2° ATDC	800-900	800-900	2500-2700 ①	1.8-2.8%	
26	6° ATDC	750-850	700	.....	3.5-5.0%
27	6° ATDC	750-850	700	3.5-5.0%	
28	6° ATDC	750-850	700	3.5-5.0%	
29	560-600	3.5-5.0%	
30	560-600	3.5-5.0%	

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	Type	Gap	Make	Model		Point Gap	Cam Angle	
OPEL 1.1 Engine 1.9 Engine	AC 43FS AC 43FS	.030" .030"	Solex Solex	1 Bbl. 2 Bbl.	① .012" Hot	.018" .018"	50°±2° 50°±2°	1 2
PEUGEOT 504	CH. N9Y	.023-.025"	Solex	34 PBICA-6	①	.016"	57°±1°	3
PORSCHE 911E 911S 911T 914 4-Cyl. 914 6-Cyl.	Bosch W265P21 W265P21 W230T30 W175T2 W230T30	.024" .024" .024" .028" .024"	Fuel Fuel Zenith Fuel Weber	Injection Injection 40TIN Injection 40IDTPI	.............0039" Cold .0039" Cold	..... ..... ..... ..... .....	..... ..... ..... 47°-53° 38°±3°	4 5 6 7 8
RENAULT R-10 R-16	AC 44 AC 44XL	.025" .025"	Solex Solex	① 26-32DIDSAB	② ③	.017-.019" .017-.019"	57°±1° 57°±1°	9 10
ROVER 3500S-V8	CH. L87Y	.025"	S.U.	H56	Hydraulic	.014-.016"	26°-28°	11
SIMCA 1204	①	.024"	.....	.....	②	.019"-.021"	.....	12
TOYOTA Corolla (3K-C) Corona (3R-C) Crown (2M) 2000 GT (2M-B) Corona MK.II (8R-C) Pick-Up (8R-C) Land Cruiser (F)	NIP. W17EW NIP. W17ES NIP. W22E NIP. W17EW NIP. W17EW NIP. W17ES	.031" .031" .031" .031" .031" .031" .031"	Aisan Aisan Aisan Aisan Aisan Aisan	..... DW 35 9E7	① ② ③ ③ ② ② ②	......016-.020" .016-.020" .016-.020" .016-.020" .016-.020" .016-.020"	52° 52° 41° 41° 52° 52° 41°	13 14 15 16 17 18 19
TRIUMPH Spitfire MK. 3 TR. 6 GT. 6+	CH. UN12Y CH. UN12Y CH. UN12Y	.025" .025" .025"	Strom. Strom. Strom.	150 CDSE 175 CDSE (2) 150 CDSE (2)	.010" Cold .010" Cold .010" Cold	.014-.016" .014-.016" .014-.016"	..... ..... .....	20 21 22
VOLKSWAGEN Type I Type II Type III	Bosch W145T1 W145T1 W145T1	.024-.026" .024-.026" .024-.026"	Solex Solex Fuel	30PICT3 30PICT3 Injection	.004" Cold .004" Cold .004" Cold	.016" .016" .016"	47°-53° 47°-53° 47°-53°	23 24 25
VOLVO B20B Engine B30B Engine	Bosch W200T35 W200T35	.028-.032" .028-.032"	Strom. Strom.	175CD-2SE 175CD-2SE	.020-.022" .020-.022"	.016-.020" .010"	59°-65° 37°-43°	26 27

SPARK PLUGS: CH. - CHAMPION, NIP. - NIPPONDENSO
CARBURETORS: STROM. - STROMBERG

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		Man. Trans.	Auto. Trans.			
1 2	② ②	875 850	825 850 2700	2%	① .006" Int., .010" Exh. Hot. ② As outlined in Exhaust Emission Story.
3	11° BTDC	775-825	800	1400	2.5±.5%	① .004" Int., .010" Exh. Cold.
4 5 6 7 8	30° @ 6000 RPM 30° @ 6000 RPM 35° @ 6000 RPM 27° @ 3500 RPM 35° @ 6000 RPM	..... ..... 900 ± 50 900-950	..... ..... ..... ..... .....	..... ..... 1200	3.0±0.5% 3.0±0.5% ① 4.0 ± 0.	① 3.5-4.5% at 1200 RPM.
9 10	TDC TDC	..... .....	..... .....	1300-1400 1300-1400	..... .....	① 26-32 D1DSA10 (Auto. Trans.) 26-32 SDIDA2 (Standard Trans.) ② .006" Int., .008" Exh. Cold. ③ .008" Int., .010" Exc. Cold.
11	8° ATDC	.....	①	.....	.....	① 725-775 RPM.
12	③	850	875	.....	.....	① Champion N6Y or N4 ② .012" Int., .014" Exh. Cold. ③ TDC (Standard Transmission) 4° BTDC (Automatic Transmission)
13 14 15 16 17 18 19	5° ATDC ④ 5° BTDC ⑤ TDC ④ 3° BTDC ⑤ TDC ④ TDC ⑤ 7° BTDC ⑤	650 ④ 650 ⑤ 650 ④ 900 ⑤ 650 ④ 650 ⑤ 600 ⑤	650 ④ 650 ⑤ 650 ④ 900 ⑤ 650 ④ ..... .....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... 2-3% 2-3%	① .008" Int., .012" Exh. Hot. ② .008" Int., .014" Exh. Hot. ③ .007" Int., .010" Exh. Hot. ④ AT in Drive, SM in Neutral. ⑤ Trans. in Neutral.
20 21 22	2° ATDC ① 4° ATDC ② 4° ATDC ③	800-850 800-850 800-850	..... ..... .....	1100	1-3.5% .5-2.5% .5-2.5%	① AT 800-850 RPM (6° ATDC Static). ② AT 800-850 RPM (10° BTDC Static) ③ AT 800-850 RPM (6° BTDC Static)
23 24 25	TDC TDC TDC	800-900 800-900 800-900	① ① ①	1600 ± 50 1800 ± 50 1200 ± 50	2.8-3.1% 2.8-3.1% 2.8-3.1%	① 900-950 RPM in "N"
26 27	10° BTDC 10° BTDC	800 800	700 700	1300 1300	2% 2%	