

# 1971 Tune-Up Specifications

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE	DISTRIBUTOR		NO.
	Type	Gap	Make	Model		Point Gap	Cam Angle	
<b>ALFA ROMEO</b> 1750	Lodge HL	Preset	Fuel	Injection	Ⓐ	.018"	60°	1
<b>AUDI</b> Super 90 100 LS	Bosch W225T2	.024	Solex	32TDID	Ⓐ	.....	48°-52°	2
	W225T2	.024	Solex	32TDID	Ⓑ	.....	48°-52°	3
<b>AUSTIN/MG</b> America M.G. Midget M.G.B.	CH.N9Y	.024"- .026"	S.U.	HS4	.012 Cold	.014"- .016"	57°-63°	4
	CH.N9Y	.024"- .026"	S.U.	HS2	.012 Cold	.014"- .016"	57°-63°	5
	CH.N9Y	.024"- .026"	S.U.	HS4	.015 Cold	.014"- .016"	57°-63°	6
<b>B.M.W.</b> 1600 4 Cyl. 2002 4 Cyl. 2500 6 Cyl. 2800 6 Cyl.	CH.N9Y	.024"	Solex	38 PDSI	Ⓐ	.016"	60°	7
	CH.N9Y	.024"	Solex	40 PDSI	Ⓐ	.016"	60°	8
	CH.N5	.024"	Zenith	35/40 INAT	Ⓑ	.014"- .016"	36 ± 1°	9
	CH.N5	.024"	Zenith	35/40 INAT	Ⓑ	.014"- .016"	36 ± 1°	10
<b>FORD CAPRI</b> 1600 Engine	AL.AGS22	.025"	Ford	1-Bbl.	Ⓐ	.025"	38°-40°	11
<b>CITROEN</b> ID 19 DS 21	CH.L87Y	.025"	Solex	34 PBIC	Ⓐ	.016"	59°	12
	CH.L85	.020"- .024"	Weber	28/36 DDEAI	Ⓑ	.016"	59°	13
<b>PLYMOUTH CRICKET</b>	CH.N9Y	.025"	Strom.	150 CDSE	Ⓐ	.015"	60° ± 3°	14
<b>DATSUN</b> 1200 Sedan 510 Sedan & Wagon 240 Z Pick-Up	NGK							
	BP6E	.035"	Hitashi	DCG 306-3	.014" Warm	.018"	50°-55°	15
	BP6E	.035"	Hitashi	Ⓐ	Ⓑ	.018"	50°-55°	16
	BP6E	.035"	Hitashi	SU Type	Ⓑ	.018"	Ⓒ	17
BP6E	.035"	Hitashi	DAF328-10A	Ⓑ	.018"	50°-55°	18	
<b>DODGE COLT</b>	CH.N9Y	.030"	Solex	28-32 DID	Ⓐ	.020"	49°-55°	19
<b>FIAT</b> 850 Sedan 850 Coupe, Spider & Racer 124 Sedan & Wagon 124 Coupe & Spider	CH.N9Y	.020"- .024"	Weber	30 DICA	.006" Cold	.017"- .019"	60° ± 3°	20
	CH.N7Y	.020"- .024"	Weber	30 DICA	Ⓐ	.015"- .017"	55° ± 3°	21
	CH.N9Y	.020"- .024"	Weber	32 DHSAI	.008"	.017"- .019"	60° ± 3°	22
	CH.N6Y	.020"- .024"	Weber	.....	Ⓑ	.015"- .017"	55° ± 3°	23
<b>JAGUAR</b> XKE XJ6 Sedan	CH.N9Y	.025"	Strom.	175 CDSE	Ⓐ	.014"- .016"	.....	24
	CH.N9Y	.025"	Strom.	175 CDSE	Ⓑ	.014"- .016"	.....	25

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	Ⓒ	720-780	.....	.....	.8-2.2%	① .019" Int., .021" Exh. ② 2° ATDC (Pulley Mark F) at idle, 34° BTDC (Pulley Mark M) at 5000 RPM
2 3	9° ATDC 9° ATDC	950 ± 50 950 ± 50	950 ± 50 950 ± 50	2200-2500 2200-2500	1.5% 1.5%	① .004" Int., .010" Exh. Cold .006" Int., .012" Exh. Hot ② .004" Int., .014" Exh. Cold .006" Int., .016" Exh. Hot
4 5 6	① ② ③	850 1000 900	..... ..... .....	1050 1100-1200 1300-1400	3.5% 2-5% 4-5%	① TDC (Static) 3° BTDC at 1000 RPM with vacuum pipe disconnected ② 4° BTDC (static) 10° BTDC at 1000 RPM with vacuum pipe disconnected ③ 10° BTDC (static), 15° BTDC at 1500 RPM with vacuum pipe disconnected
7 8 9 10	23° BTDC ③ 23° BTDC ③ 22° BTDC ④ 22° BTDC ④	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	7 ± 1% 7 ± 1% 1.5-2.5% 1.5-2.5%	① .0059"- .0079" Cold ② .010" Int., .012" Exh. Cold ③ At 2000 RPM. ④ At 1700 RPM.
11	6° BTDC	850 ②	.....	1775	.....	① .010" Int., .017" Exh. Cold. ② Set with Air Cond. OFF, Solenoid activated (if equipped) and headlights on.
12 13	TDC TDC	750 750	..... .....	..... 950	..... .....	① .006" Int., .008" Exh.
14	7° BTDC	800	600	Ⓒ	.....	① .008" Int., .016" Exh. ② .025"- .035" clearance between screw head and fast idle cam.
15 16 17 18	5° BTDC 10° BTDC ④ 10° BTDC	700 700 750 700	600 575 600 .....	..... ..... ..... .....	2% 2% ⑥ ⑤ ⑥ 2% ⑥	① DAF 328-6A (Man. Trans.) DAF 328-8 (Auto. Trans.) ② .008" Int., .010" Exh. Cold. ③ Dual points set to 35° each for combined dwell of 41°, 43° ④ 5° BTDC (Manual Trans.) TDC (Auto. Trans.) ⑤ 6% (Manual Trans.) 5% (Auto. Trans.) ⑥ Air pump disconnected
19	TDC ± 1°	700-750	700-750	.....	Ⓒ	① .006" Int., .010" Exh. Warm, .003" Int., .007" Exh. Cold. ② 4% plus 1% or minus .5%
20 21 22 23	10° BTDC TDC TDC 5° BTDC	700 850 ± 50 850 ± 50 850 ± 50	..... ..... ③ .....	..... 1600 ± 50 1600 ± 50 1600 ± 50	4.5 ± .5% 2 ± .5% 3 ± .5% 2 ± .5%	① .006" Int., .008" Exh. ② .018" Int., .020" Exh. ③ 750 ± 50 RPM in Drive.
24 25	10° BTDC ② 10° BTDC ②	750 750	650 650	..... .....	..... .....	① .012" Int., .014" Exh. Cold ② At idle with vacuum retard disconnected, trans. in neutral & air cond. OFF

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CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE	DISTRIBUTOR		NO.
	Type	Gap	Make	Model		Point Gap	Cam Angle	
<b>MAZDA</b> 1200 (Fed.) (Calif.) 616 (Fed.) (Calif.) R 100 Coupe RX 2	NGK BP-6ES	.031"	Strom.	4-Bbl.	.010" Hot	.020"	49-55°	26
	BP-6ES	.031"	Strom.	4-Bbl.	.010" Hot	.020"	49-55°	27
	BP-6ES	.031"	Strom.	4-Bbl.	③	.020"	49-55°	28
	BP-6ES	.031"	Strom.	4-Bbl.	③	.020"	49-55°	29
	B-7EJ6 ① B-7EJ ②	.024-.028" .033"	Strom. Strom.	4-Bbl. 4-Bbl.	..... .....	.018" .016"-.020"	58±3° 58±3°	30 31
<b>MERCEDES-BENZ</b> 220 4 Cyl. 250 6 Cyl. 250C & 280S 280SE, SEL & SL 280SE & 300 SEL (3.5) 8 Cyl. 300 SEL (6.3) & 600 8 Cyl.	Bosch W200T27	.028"	Strom.	175 CDT	①	.....	48°-52°	32
	W200T27	.028"	Zenith	35/40 INAT	①	.....	37°-41°	33
	W200T27	.028"	Zenith	35/40 INAT	①	.....	37°-41°	34
	W215T28	.020"	Fuel	Injection	①	.....	37°-41°	35
	WG175T30	.020"	Fuel	Injection	①	.012"	30° ± 3°	36
W215P21	.020"	Fuel	Injection	②	.....	.....	37	
<b>OPÉL</b> 1.1 Engine 1.9 Engine	AC.42FS	.030"	Solex	30 PDSI	①	.016"	47°-53°	38
	AC.42FS	.030"	Solex	32 DIDTA-4	Hydraulic	.016"	47°-53°	39
<b>PEUGEOT</b> 304 504	CH.N7Y	.023"	Solex	PBISA-4	①	.014"	57°	40
	CH.N9Y	.023"-.025"	Solex	32-35 SEIEA	①	.016"	57°	41
<b>PORSCHE</b> 914 4 Cyl. 914 6 Cyl. 911 T 911 E 911 S	Bosch W175T2	.028"	Fuel	Injection	.004" Cold	.....	47°-53°	42
	W230T30	.024"	Weber	401 DTPI	.004" Cold	.....	38° ± 3°	43
	W250P21	.024"	Zenith	40 TIN	.004" Cold	.....	38° ± 3°	44
	W265P21	.024"	Fuel	Injection	.004" Cold	.....	38° ± 3°	45
	W265P21	.024"	Fuel	Injection	.004" Cold	.....	38° ± 3°	46
<b>RENAULT</b> R-10 R-16	.....	.020"-.024"	Solex	2632 DIDA	②	.016"-.020"	57° ± 3°	47
	CH.N5 ①	.025"-.028"	Solex	2632 DIDSA	③	.016"-.020"	57° ± 2°	48
<b>ROVER</b> 3500 S	CH.L87Y	.025"	S.U.	HS6	①	.014"-.016"	26°-28°	49
<b>SUBARU</b> 1100 1300	NGK BP-6E ①	.033-.035"	Hitachi	DCG286-16	②	.020"	49-55°	50
	NGK BP-6E ①	.033-.035"	Hitachi	DCG306-16	.011-.013" Cold	.020"	49-55°	51

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No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
26	④	700-750	700-750	.....	⑤	① Cold Type, B-8EJ6. ② Cold Type, B-8EJ. ③ .014" Int., .016" Exh. Hot. ④ Retard, 10° ATDC; Advance, 13° BTDC. ⑤ Man. Trans., 1.0-2.5%; Auto. Trans., 1.5-3.0%. ⑥ Retard, 10° ATDC; Advance, 8° BTDC. ⑦ Man. Trans., 8° BTDC; Auto. Trans., Retard 4° BTDC, Advance 8° BTDC. ⑧ Leading, 0°; Trailing, 10° ATDC. ⑨ - Set hand throttle at 1200-1500 RPM.
27	⑤	700-750	700-750	.....	⑤	
28	8° BTDC	750-800	750-800	.....	1.0-1.5%	
29	⑦	750-800	750-800	.....	1.0-1.5%	
30	⑧	900	.....	.....	0-3.0%	
31	⑨	800	.....	⑨	0-3.0%	
32	.....	.....	.....	.....	.....	① .003" Int., .008" Exh. Cold ② .006" Int., .010" Exh. Cold ③ At 800 RPM with vacuum line connected.
33	.....	.....	.....	.....	.....	
34	4° ATDC ③	.....	800-900	.....	1.8-2.8%	
35	8° ATDC ③	800	700-850	.....	1.5-3.5%	
36	6° ATDC ③	.....	750-800	.....	1.5-3.0%	
37	.....	.....	.....	.....	.....	
38	②	925-975	.....	.....	.....	① .006" Int., .010" Exh. Hot. ② Align timing marks at 950 RPM. ③ Align timing marks at 900 RPM.
39	③	850-900	800-850	2700 ± 200	.....	
40	5° BTDC	800	.....	1300	1.55%	① .004" Int., .010" Exh.
41	11° BTDC	775-825	800	1400	2.5 ± .5%	
42	27° @ 3500 RPM	850	.....	.....	.....	① 3.5-4.5% at 1200 RPM.
43	35° @ 6000 RPM	900-950	.....	.....	4.0 ± 0.0%	
44	35° @ 6000 RPM	900 ± 50	.....	1200	①	
45	30° @ 6000 RPM	900 ± 50	.....	.....	3.0 ± 0.5%	
46	30° @ 6000 RPM	900 ± 50	.....	.....	3.0 ± 0.5%	
47	3° ATDC	750 ± 25	700 ± 25	.....	2% ± 0.5%	① Or AC 44XL ② .008" Int., .010" Exh. Cold ③ .006" Int., .008" Exh. Cold ④ TDC (static). Auto. Trans. is factory set at 6° BTDC. Reset to TDC after 1000 miles.
48	④	700 ± 25	650 ± 25	.....	.....	
49	②	.....	725-775	.....	3.5%	① Hydraulic (Not Serviceable) ② 2° BTDC (static), 8° at idle
50	TDC	850±50	.....	.....	9.5% ③	① Or NGK BP-6ES. ② .0079-.0094" Int., .0099-.011" Exh. Cold ③ With Air Pump disconnected.
51	TDC	750±50	.....	.....	7.5% ③	

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CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE	DISTRIBUTOR		NO.
	Type	Gap	Make	Model		Point Gap	Cam Angle	
<b>TOYOTA</b>								
Corolla (3KC)	NIP.W20EP	.031"	Aisan	.....	ⓐ	.016"-.020"	52°	52
Corolla (2TC)	NIP.W20EP	.031"	Aisan	.....	ⓑ	.016"-.020"	52°	53
Corona (8RC)	NIP.W20EP	.031"	Aisan	.....	ⓒ	.016"-.020"	52°	54
Crown (2M & 4M)	NIP.W20EP	.031"	Aisan	.....	ⓓ	.016"-.020"	41°	55
Land Cruiser (F)	NIP.W20EP	.031"	Aisan	.....	ⓔ	.016"-.020"	41°	56
Hi Lux (8RC)	NIP.W20EP	.031"	Aisan	.....	ⓕ	.016"-.020"	52°	57
<b>VOLKSWAGEN</b>								
Sedan, Convertible & Karman Ghia	CH.L95Y	.028"	Solex	34 PICT-I	.004"	.016"	44°-50°	58
Station Wagon & Transporter	CH.L95Y	.028"	Solex	34 PICT-I	.004"	.016"	44°-50°	59
Squareback & Fastback	CH.L95Y	.028"	Fuel	Injection	.004"	.016"	44°-50°	60
<b>VOLVO</b>								
B20B 4 Cyl.	Bosch W200T35	.028"-.032"	S.U.	HIF-6	ⓐ	.016"-.020"	59°-65°	61
B20E 4 Cyl.	W225T35	.028"-.032"	Fuel	Injection	.017" Cold	.016"-.020"	59°-65°	62
B30A 6 Cyl.	W200T35	.028"-.032"	Strom.	175CD2SE	ⓑ	.010"	37°-43°	63

SPARK PLUGS: CH. - CHAMPION, NIP. - NIPPONDENSO

CARBURETORS: STROM. - STROMBERG

# 1971 Tune-Up Specifications

No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto Trans.			
52	5° ATDC	650	650	.....	.....	① .008" Int., .012" Exh. Hot. ② .007" Int., .013" Exh. Hot. ③ .008" Int., .014" Exh. Hot. ④ .007" Int., .010" Exh. Hot. ⑤ TDC without T.C.S., 10° BTDC with T.C.S.
53	5° BTDC	750	650	2600	2-3%	
54	⑤	650	650	2500-2700	2-3%	
55	TDC	750	650	.....	.....	
56	7° BTDC	600	.....	.....	.....	
57	⑤	650	650	2500-2700	2-3%	
58	5° ATDC ①	900	900	1550 ± 100	1.5-3%	① At 900 ± 50 RPM with vacuum hose connected. ② At 900 RPM with vacuum hose connected.
59	5° ATDC ①	900	900	1750 ± 100	1.5-3%	
60	5° ATDC ②	900	900	.....	.....	
61	②	800	700	1400	2-3% ④	① .020"-.022" Cold. ② At 600-800 RPM with vacuum lines disconnected. ③ At 750 RPM with vacuum retard disconnected. ④ Must be taken within 10 minutes after thermostat opens.
62	③	900	900	.....	1-2% ④	
63	②	800	700	1100	2.5-3.5% ④	