

# 1972 Tune-Up Specifications

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No.
	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
<b>ALFA ROMEO</b> All 2000 Models	Lodge HL	①	Spica	Injection	②	③	.017-.019"	60°	1
<b>AUDI</b> Super 90 100 LS	Champion N8Y N8Y	.024-.030" .024-.034"	Solex Solex	32/32 TDID 32/35 TDID	.006"① .006"①	.012"① .012"①	.016" .016"	50±3° 50±3°	2 3
<b>AUSTIN/MG</b> M.G. Midget M.G.B.	Champion N9Y N9Y	.025" .025"	S.U. S.U.	HS2 HS4	.012"① .012"①	.012"① .012"①	.015" .015"	60±3° 60±3°	4 5
<b>BMW</b> 2002 2002 T11 Bavaria 3.0 CS	Champion N9Y ④ N5 N5	.024" .024-.028" .024" .024"	Solex Kugel. Zenith Zenith	40 PDSI Injection 35/40 INAT 35/40 INAT	② ② .010"③ .010"③	② ② .012"③ .012"③	.016" .016" .014-.016" .014-.016"	60±1° 60±1° 35-41° 35-41°	6 7 8 9
<b>CAPRI</b> 1600 cc 2000 cc 2600 cc	Autolite AGR22 BRF42 AGR32	.030" .034" .034-.036"	Mocraft. Mocraft. Mocraft.	1250 1-Bbl. 5200 2-Bbl. 5200 2-Bbl.	.010"② .008"① .014"①	.017"② .010"① .016"①	.025" .025" .023-.027"	36-40° 36-40° 37-40°	10 11 12
<b>COLT</b> 4 Cyl.	Champion N9Y	.030"	Solex	28-32 DID	.006"①	.010"①	.020"	49-55°	13
<b>COURIER</b> Pickup	Autolite AG32A	.031"	①	2-Bbl.	③	③	.018-.022"	49-59°	14
<b>CRICKET</b> Single Carb. Twin Carb.	Champion N7Y N7Y	.025" .025"	Strom. Strom.	150 CDSET 150 CDSEV	.008" .008"	.016" .016"	.015" .015"	60+3° 60+3°	15 16
<b>DATSUN</b> 1200 Sedan 510 Sedan 521 & 620 Pickup 240Z	NGK BP-5ES BP-5ES BP-5ES BP-6ES	.032-.035" .032-.035" .032-.035" .032-.035"	Hitachi Hitachi Hitachi Hitachi	DCH-306 DAH-328-2 DAH-328-3 HJG-46W	.014"④ .010"④ .010"④ .010"④	.014"④ .012"④ .012"④ .012"④	.020" .020" .020" .020"	49-55° 49-55° 49-55° 35-41°⑤	17 18 19 20

SPARK PLUGS: NIP. - NIPPONDENSO.

CARBURETORS: KUGEL. - KUGELFISCHER, MOCRAFT - MOTORCRAFT, STROM. - STROMBERG.

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		Man. Trans.	Auto. Trans.			
1	④	⑤	.....	.....	.8-2%	① Surface gap type. ② .019-.020" Cold. ③ .021-.022" Cold. ④ 5-7° ATDC (Pulley Mark F) at Idle. 27-33° BTDC (Pulley Mark M) at 5000 RPM. ⑤ Not less than 600 RPM.
2 3	9° ATDC ③ 8° ATDC ②	950 950	..... 950 ④	..... .....	1.5% 1.0%	① Set Cold. ② With vacuum connected. 27° BTDC at 2500 RPM with vacuum disconnected. ③ With vacuum connected. 18° BTDC at 2500 RPM with vacuum disconnected. ④ Transmission Neutral.
4 5	9° BTDC ② 16° BTDC ②	1000 850	..... .....	..... .....	3% 3%	① Set Hot. ② Set at 1500 RPM with distributor vacuum disconnected.
6 7 8 9	23° BTDC ⑤ 23° BTDC ④ 22° BTDC ① 22° BTDC ①	..... 900±50 900±50 900±50	..... ..... 900±50 900±50	..... ..... ..... .....	..... 2-3% 1-1.5% 1-1.5%	① At 1700 RPM. ② .0059-.0079" Cold. ③ Set Cold. ④ At 2700 RPM. ⑤ At 2000 RPM. ⑥ Bosch WG 200 T30.
10 11 12	12° BTDC 6° BTDC ⑤ 12° BTDC	900/500 750/500 ③ 750	..... 650/500 ① 650	1700 ④ .....	..... ..... .....	① Set Cold. ② Set Hot. ③ With Air Cond. ON. ④ 1600 (Manual), 1800 (Auto.). ⑤ 9° BTDC on Calif. Auto. Trans.
13	TDC ± 1°	800-850	800-850	.....	3.5-5.0%	① Set Hot.
14	5° BTDC	700-750	.....	.....	2.5-4.0% ②	① Zenith-Stromberg. ② Air Pump disconnected. ③ .012" Calif., .010" others, set Hot. ④ .013" Calif., .010" others, set Hot.
15 16	7° BTDC 7° BTDC	800 900	600 700	..... ①	..... .....	① .025-.035" clearance between screw head and fast idle cam.
17 18 19 20	5° BTDC ① 7° BTDC ① 7° BTDC ① 5° BTDC ①	700 700 700 750	600 ② 600 ② 600 ② 600 ②	1800 2100-2400 2100-2400 1800-2500	2% ① 2% ③ 2% ③ 1.0-1.6% ④	① At 700 RPM. ② In "O". ③ At 700 RPM on Man. Trans. or 750 RPM on Auto. Trans. ④ .6-1.2% for Auto. Trans. ⑤ Auto. Trans. is 33-39°. ⑥ Set Hot.

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	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
<b>FIAT</b>	Champion								
850 Spider	N9Y	.020-.024"	Weber	30 DICA	.006"①	.006"①	.017-.019"	60±3°	21
124 Sedan, Wagon	N9Y	.020-.024"	Weber	32 DHSA	.008"①	.008"①	.017-.019"	60±3°	22
124 Coupe, Spider	N6Y	.020-.024"	Weber	28/32 DHSA2	.018"	.020"	.015-.017"	55±3°	23
128 Sedan, Wagon	N9Y	.020-.024"	Weber	32 ICA	.012"	.016"	.015-.017"	55±3°	24
<b>HONDA</b>	NGK								
600 Sedan	B-8ES	.028-.032"	Keihin	6NM or 718A	③	③	.012-.016"	90°	25
600 Coupe Z	B-8ES	.028-.032"	Keihin	6NM or 718A	③	③	.012-.016"	90°	26
<b>JAGUAR</b>	Champion								
XKE V12	N9Y	.025"	Zenith-Strom.	175 CDSE	①	①	③	20-25°	27
XJ6 Sedan	N11Y	.025"	Zenith-Strom.	175 CDSE	.004"②	.006"②	.015"	38±3°	28
<b>LUV</b>	NGK								
Pick-up	BP 6ES	.028-.032"	Hitachi	DRJ-340	.004"②	.006"②	①	49-55°	29
<b>MERCEDES-BENZ</b>	Bosch								
220	W175T30	.024"	Strom.	175 CDT	.003"	.008"	.....	47±1°②	30
250	W175T30	.024"	Zenith	32/40 INAT	.003"	.008"	.....	30±1°③	31
280 SE	W175T30	.024"	Bosch	Injection	.003"	.008"	.....	30±1°③	32
280 SE, SEL 4.5	W175T30	.024"	Bosch	Injection	.003"	.008"	.012"	30±1°④	33
300 SEL 4.5	W175T30	.024"	Bosch	Injection	.003"	.008"	.012"	30±1°④	34
350 SL 4.5	W175T30	.024"	Bosch	Injection	.003"	.008"	.012"	30±1°④	35
600	W175T30	.024"	Bosch	Injection	.003"	.008"	.....	30±1°④	36
<b>MAZDA</b>	NGK								
1200	BP-6ES	.031"	①	2-Bbl.	.010"	.010"	.018"	52±3°	37
1800	BP-7ES	.031"	②	2-Bbl.	.012"	.012"	.018"	52±3°	38
616	BP-7ES	.031"	③	2-Bbl.	.012"	.012"	.018"	52±3°	39
808	BP-6ES	.031"	④	2-Bbl.	.012"	.012"	.018"	52±3°	40
RX2	B-7EJ	.031-.035"	④	4-Bbl.	.....	.....	.018"	58±3°	41
RX3	B-7EJ	.031-.035"	④	4-Bbl.	.....	.....	.018"	58±3°	42
<b>OPEL 1900</b>	AC								
Sedan	42FS	.030"	Solex	32 DIDTA-4	③	③	.018"	50±2°	43
Wagon	42FS	.030"	Solex	32 DIDTA-4	③	③	.018"	50±2°	44
GT Coupe	42FS	.030"	Solex	32 DIDTA-4	③	③	.018"	50±2°	45
<b>PEUGEOT</b>	Champion								
304	N7Y	.023"	Solex	34 PBISA-4	.004"	.010"	.014"	57±2°	46
504	N9Y	.023-.027"	Solex	①	.004"	.010"	.016"	55±2°	47
<b>PORSCHE</b>	Bosch								
914	W175T2	.028"	Bosch	Elec.Injection	.006"①	.006"①	.016"	47-53°	48
911 T	W235P21	.024"	Bosch	Injection	.004"①	.006"①	.016"	②	49
911 E	W235P21	.024"	Bosch	Injection	.004"①	.006"①	.016"	②	50
911 S	W235P21	.024"	Bosch	Injection	.004"①	.006"①	.016"	②	51

CARBURETORS: KUGEL. - KUGELFISCHER, MOCRAFT - MOTORCRAFT, 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.			
21	TDC	850±50	.....	.....	4.5±.5%	① Set Cold. ② Static. ③ 750±50 in Drive.
22	TDC	850±50	③	1600±50	3±.5%	
23	5°BTDC②	850±50	.....	1600±50	2±.5%	
24	TDC②	850±50	.....	.....	.....	
25	②	1100-1200	.....	.....	2-4%①	① 718A carb. only. ② Set notch to "F" mark. ③ .003-.006".
26	②	1100-1200	.....	.....	2-4%①	
27	10°BTDC④	750	.....	1600-1700	4.5%	① .012-.014" Cold. ② Set Cold. ③ .020-.022" Module gap. ④ Static timing. ⑤ At 600 RPM, vacuum connected.
28	4°ATDC④	750	650	1100	4.5%	
29	8°BTDC	700	.....	.....	.....	
30	5°ATDC①	750-850	750-850	2400-2800	2.0-3.5%	
31	4°ATDC①	800-900	800-900	.....	1.0-1.5%	① Vacuum connected at 800 RPM, 600 RPM on Model 600. ② Settings given for new contact points. If used, set 50±3°. ③ Settings given for new contact points. If used points setting is 33±3°. ④ Setting given for new contact points. If used points, setting is 32±2°.
32	6°ATDC①	700-850	700-850	2500-2700	1.5-3.5%	
33	5°ATDC①	700-800	700-800	.....	.5-2.0%	
34	5°ATDC①	700-800	700-800	.....	.5-2.0%	
35	5°ATDC①	700-800	700-800	.....	.5-2.0%	
36	5°ATDC①	.....	560-620	.....	1.0-4.0%	
37	③	700-750	700-750	.....	2.5-4.0%	① Advanced set to 5°BTDC. Retarded set to 5°ATDC. ② Zenith-Stromberg. ③ Advanced set to 5°BTDC. Retarded set to 8°ATDC.
38	①	700-750	700-750	.....	2.5-4.0%	
39	①	700-750	700-750	.....	2.5-4.0%	
40	④	700-750	700-750	.....	2.5-4.0%	④ Advanced set 8°BTDC. Retarded set 2°BTDC. Non Calif. cars set 8°BTDC. ⑤ Trailing set, 10°ATDC. Leading set, TDC.
41	①	800	800	.....	0-3%	
42	②	800	800	.....	0-3%	
43	①	850-900	800-850	.....	②	① Set to timing mark at 900 RPM. ② 1.5-2.5%. ③ Hydraulic.
44	①	850-900	800-850	.....	②	
45	①	850-900	800-850	.....	②	
46	5°BTDC	800	.....	1300	1.55%	① 32 BICSA-2 and 34 PBIC-8.
47	5°BTDC	800	.....	1400	2.5±5%	
48	27°BTDC④	850	.....	.....	.....	① Set Cold. ② With Bosch distributor, set 38±3° With Marelli distributor, set to 40±3° ③ At 3500 RPM, vacuum disconnected. ④ At 6000 RPM, vacuum disconnected.
49	32-38°BTDC④	900±50	.....	.....	.....	
50	32-38°BTDC④	900±50	.....	.....	.....	
51	32-38°BTDC④	900±50	.....	.....	.....	

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	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
<b>RENAULT</b>	Champion								
R-12	N5	.024"	Solex	32-32 SEIEMA	.008"	.010"	.016-.020"	57±2°	52
R-15	N7Y	.024"	Solex	2-Bbl.	.008"	.010"	.....	57±3°	53
R-16	N5	.025-.028"	Solex	32-32 DIDS-8	①	①	.016-.020"	57±2°	54
R-17	N7Y	.024"	Bosch	Injection	.010"	.012"	.....	57±3°	55
<b>ROVER</b>	Champion								
Land Rover									
2.4 Liter	UN12Y	.029-.032"	Zenith	36 IVE	.010"①	.010"①	.015"	.....	56
2.6 Liter	N5	.029-.032"	③	175-CD-SE	.006"①	.010"①	.015"	.....	57
<b>SAAB</b>	Champion								
All V4	N11Y	.024-.028"	Mocraft.	1250 1-Bbl.	.014"	.016"	.016"	50±2°	58
99E	N11Y	.024-.028"	Bosch	Injection	①	①	.012-.016"	50±2°	59
<b>SUBARU</b>	NGK								
ff-1 1300 G	BP-6E	.033-.035"	Hitachi	DCG306-17	①	①	.018-.022"	49-55°	60
<b>TOYOTA</b>	NIP.								
3K-C Engine	W20EP	.028-.032"	Aisan	2-Bbl.	.008"①	.012"①	.016-.020"	52°	61
2T-C Engine	W20EP	.028-.032"	Aisan	2-Bbl.	.008"①	.013"①	.016-.020"	52°	62
18R-C Engine	W20EP	.028-.032"	Aisan	2-Bbl.	.008"①	.014"①	.016-.020"	52°	63
4M Engine	W20EP	.028-.032"	Aisan	2-Bbl.	.007"	.010"	.016-.020"	41°	64
F Engine	.....	.028-.032"	Aisan	2-Bbl.	.008"	.014"	.016-.020"	41°	65
<b>TRIUMPH</b>	Champion								
Spitfire MK4	UN12Y	.025"	S.U.	H.S.2	.010"①	.010"①	.015"	38-40°	66
GT 6 MK3	UN12Y	.025"	Strom.	150 CP	.010"①	.010"①	.015"	40-42°	67
TR 6	UN12Y	.025"	Strom.	175CDSE	.010"①	.010"①	.015"	34-37°	68
Stag V8	N-11Y	.025"	Strom.	175CDSE	.008"①	.010"①	.015"	30-32°	69
<b>VOLKSWAGEN</b>	Bosch								
Type 1	W145T1	.028"	Solex	34PICT-3	.006"②	.006"②	.016"	44-50°	70
Type 2	W145T1	.028"	Solex	①	.006"②	.006"②	.016"	44-50°	71
Type 3	W145T1	.028"	Bosch	Elec.Injection	.006"②	.006"②	.016"	44-50°	72
Type 4	W175T2	.028"	Bosch	Elec.Injection	.004"②	.004"②	.016"	44-50°	73
<b>VOLVO</b>	Bosch								
B20B 4 Cyl.①	W240T35	.028-.032"	②	②	⑥	⑥	.016-.020"	59-65°	74
B20E 4 Cyl.①	W225T35	.028-.032"	Bosch	Elec.Injection	①	①	.014"	59-65°	75
B20F 4 Cyl.	W225T35	.028-.032"	Bosch	Elec.Injection	①	①	.014"	59-65°	76
B30A 6 Cyl.①	W225T35	.028-.032"	②	②	⑥	⑥	.010"	42±3°	77
B30E 6 Cyl.①	W225T35	.028-.032"	Bosch	Elec.Injection	⑥	⑥	.010"	42±3°	78
B30F 6 Cyl.	W200T35	.028-.032"	Bosch	Elec.Injection	⑥	⑥	.010"	42±3°	79

SPARK PLUGS: NIP. - NIPPONDENSO.

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		Man. Trans.	Auto. Trans.			
52 53 54 55	① 5±1°BTDC② TDC② 14±2°BTDC③	675-725 775-800 700±25 775-800	③ ..... 650±25 .....	1400-1500 ..... ..... .....	2% ..... ..... .....	① .006" Int., .008" Exh. Cold. ② Static. ③ 600-650 in "Automatic". ④ TDC on Man. Trans. 6°BTDC on Auto. Trans., Static. ⑤ At Idle. Marks on flywheel. ⑥ At 1100 RPM. Marks on flywheel.
56 57	6°ATDC② 6°ATDC	750-800 500	..... .....	..... 1000-1200	..... .....	① Set Hot. ② Vacuum connected. ③ Zenith-Stromberg.
58 59	3°BTDC④ 5°BTDC②	900③ 800-850	..... 800-850	1900-2100 .....	2.5% .....	① .008-.010" Int., .016-.018" Exh. ② At 800 RPM maximum. ③ Headlights ON. ④ At 900 RPM maximum.
60	6°BTDC	800	.....	.....	1-3%	① .011-.013".
61 62 63 64 65	5°BTDC 5°BTDC 7°BTDC 7°BTDC 7°BTDC	650 750 650 700 600	650② 650② 650② 650② .....	..... ..... ..... ..... .....	2-3% 2-3% 2-3% 1-3% 2-3%	① Set Hot. ② In Drive. ③ 5°BTDC on Auto. Trans.
66 67 68 69	2°ATDC 4°ATDC 4°ATDC 4°ATDC	800-850 800-850 800-850 800-850	..... ..... ..... 800-850	..... ..... ..... 1100②	.5-2.5% .5-2.5% .5-2.5% .5-2.5%	① Set Cold. ② Control knob pulled all the way out.
70 71 72 73	5°ATDC③ 5°ATDC① 5°BTDC③ 27°BTDC⑥	800-900 800-900 800-900 850-900	900-1000 900-1000 900-1000 850-900	1450-1650④ 1450-1650④ ..... .....	..... ..... ..... .....	① 34 PDSIT-2 (Left Side). 34 PDSIT-3 (Right Side). ② Set Cold. ③ At Idle, vacuum connected. ④ Throttle positioner against adjusting screw. ⑤ Vacuum disconnected. ⑥ At 3500 RPM.
74 75 76 77 78 79	10°BTDC③ 10°BTDC① 10°BTDC③ 10°BTDC① 10°BTDC① 10°BTDC①	800 800 800 800 900 900	700 700 700 700 800 800	..... ..... ..... 1100-1300 ..... .....	1-1.5%④ 1-1.5%④ 1-1.5%④ 2.5% 1-1.5%④ 1-1.5%④	① .016-.018" ② Zenith-Stromberg 175CD-2-SE or SU-HIF6. ③ At 600-800 RPM, vacuum disconnected. ④ .5-10% on Auto. Trans. ⑤ East Coast only. ⑥ .020-.022".