

1973 Tune-Up Specifications

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No.
	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
ALFA ROMEO All 2000 Models	Lodge HL	⓪	Spica	Injection	.020"C	.022"C	.018"	60°	1
AUDI All 100 Models Fox	Champion N7Y	.035±.004"	Solex	32/35TDID	.006"C	.012"C	.016"	50±3°	2
	N8Y	.027"	Solex	32/35DIDTA	.....	.....	.016"	50±3°	3
AUSTIN/MG Austin Marina MG Midget MGB	Champion N9Y	.034-.036"	SU	HIF6	.013"C	.013"C	.014-.016"	60±3°	4
	N9Y	.024-.026"	SU	HS2	.012"C	.012"C	.014-.016"	57-63°	5
	N9Y	.024-.026"	SU	HIF4	.015"C	.015"C	.014-.016"	57-63°	6
BMW 2002 2002 Tii Bavaria & 3.0CS	Bosch WG135T30	.028"	Solex	DIDTA	.007"C	.007"C	.016"	59-65°	7
	WG200T30	.024-.028"	Kugel. Zenith	Injection 35/40INAT	.007"C	.007"C	.016"	60±1°	8
	WG135T30	.028"			.011"C	.011"C	.014-.016"	57-63°	9
CAPRI 2000 2600	Autolite BRF-42	.032-.036"	Mocraft.	5200	.008"C	.010"C	.025"	40°	10
	AGR-32	.032-.036"	Mocraft.	5200	.014"H	.016"H	.024-.030"	36-41°	11
COLT All Models	Champion N9Y	.028-.031"	Solex	28/32DIDTA	.006"H	.010"H	.018-.021"	49-55°	12
COURIER Pickup	⓪	⓪	Zen Strom	2-Bbl.	.012"H	.013"H	⓪	⓪	13
CRICKET Single Carb. Twin Carb.	Champion N7Y	.025"	Zen Strom	150CDSET	.008"	.016"	.015"	60±3°	14
	N7Y	.025"	Zen Strom	150CDSEV	.008"	.016"	.015"	60±3°	15
DATSUN 1200 Sedan 1600 Sed. & Pickup 1800 Sedan 240Z	NGK BP5ES	.031-.035"	Hitachi	DCH306	.014"H	.014"H	.018-.022"	49-55°	16
	B6ES	.028-.031"	Hitachi	DCH340	.008"C	.010"C	.018-.022"	49-55°	17
	B6ES	.028-.031"	Hitachi	DCH340	.008"C	.010"C	.018-.022"	49-55°	18
	BP6ES	.032-.036"	Hitachi	HMB46W	.008"C	.010"C	.018-.022"	⓪	19
FIAT 850 124 Sedan, Wagon 124 Coupe, Spider 128	Champion N9Y	.020-.024"	Weber	30DIC-1	.006"C	.006"C	.017-.019"	60±3°	20
	N9Y	.020-.024"	Weber	32DHSA	.008"C	.008"C	.017-.019"	60±3°	21
	N6Y	.020-.024"	Weber	28/32DHSA2	.018"	.020"	.015-.017"	55±3°	22
	N9Y	.020-.024"	Weber	32ICA	.012"	.016"	.015-.017"	55±3°	23
HONDA Civic	NGK BP6ES	.027-.031"	Hitachi	DCG306	.006"	.006"	.018-.022"	52±3°	24
JAGUAR XJ 6 Sedan V12 Models	Champion N11Y	.025"	Zen Strom	175CD2SE	.004"C	.006"C	.015"	38±3°	25
	N10Y	.025"	Zen Strom	175CD2SE	.015"C	.015"C	⓪	20-25°	26
LUV Pickup	NGK BP6ES	.030-.040"	Hitachi	DRJ340	.004"C	.006"C	.018-.022"	45-55°	27
MAZDA 808 Pickup RX2 & RX3	NGK BP6ES	.031"	Zen Strom	2-Bbl.	.012"H	.012"H	.020±.002"	52±3°	28
	BP6ES	.031"	Zen Strom	2-Bbl.	.012"H	.012"H	.020±.002"	52±3°	29
	B7EM⓪	.024-.035"	Zen Strom	4-Bbl.	.....	.....	.018±.002"	58±3°	30

SPARK PLUGS: NIP. - NIPPONDENSO.

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

VALVES: C - SET COLD, H - SET HOT.

1973 Tune-Up Specifications

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No.	IGNITION TIMING	HOT IDLE		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
1	②	750±30	.....	.....	.8-2.2%	① Surface gap type. ② 6°ATDC (timing Mark F) @ Idle 30° BTDC (timing Mark M) @ 5000 RPM
2 3	8°ATDC① 3°BTDC	925±75 925±75	925±75 925±75	..... .....	1±.5% 1±.5%	① With vacuum connected. Check for 30°BTDC @ 2750 RPM without vacuum.
4 5 6	12°BTDC① 9°BTDC① 12°BTDC①	850 1000 850	850	1200-1300 1100-1200 1300-1400	2.0% 2.5% 2.5%	① At 1500 RPM
7 8 9	25°BTDC① 25°BTDC② 23°BTDC③	900±50 900±50 900-950	900±50 900±50 900-950	...............	.8-1.2% 2-3% 1.5-2.0%	① At 1500 RPM ② At 2700 RPM ③ At 1700 RPM
10 11	① ①	① ①	① ①	1600-1800 1600-1800	① ①	① Refer to Tune-Up decal in engine compartment.
12	0°TDC	800-850	800-850	2000	3.5%①	① +1% - .5%
13	① ②	①	....	①	①	① Refer to Tune-Up decal. ② TDC-Color, Wh.; 3°BTDC-Color, Yel.
14 15	30°BTDC② 31°BTDC②	800 900	600 700	..... ①	..... .....	① .025-.035" clearance between screwhead and fast idle cam ② At 3000 RPM with vacuum disconnected
16 17 18 19	5°BTDC 5°BTDC 5°BTDC ③	800 800 800 750	650① 650① 650① 600①	..... ..... ..... .....	1.5±.5% 1.5±.5% 1.5±.5% ④	① In "D" ② 35-41° (Man. Trans.), 33-39° (Auto. Trans.) ③ 7°BTDC (Man. Trans.), 5° (retarded) & 15° (advanced) BTDC (Auto. Trans.) ④ 1-1.6% @ 1400 RPM (Man. Trans.) .6-1.2% @ 1400 RPM (Auto. Trans.)
20 21 22 23	0°TDC 0°TDC 5°BTDC 0°TDC	850±50 850±50 850±50 850±50	..... 750±50① ..... .....	..... 1600±50 1600±50 1600±50	4.5±.5% 3±.5% 2±.5%	① In "D"
24	5°BTDC①	800±50	750±50	.....	2%	① With vacuum advance and retard disconnected.
25 26	10°BTDC ② 4°ATDC	750 700-750	650 700-750	1100 1600-1700	4.5% 4.5%	① .020-.022" module gap ② At Idle with vacuum disconnected.
27	8°BTDC	700	.....	.....	.....
28 29 30	① 5°BTDC ③	800-850 800-850 900-925	800-850 750-775	1.5-2.5% 1.5-2.5% 0-3%	① 5°BTDC (Man. Trans.); with Auto. Trans., 5°BTDC advance points, 0°TDC retard points, exc. station wagon; 8°BTDC advance points, 4°BTDC retard points. ② B8EM is optional cold plug. ③ Trailing set, 10°ATDC; Leading set, 0°TDC

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	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
MERCEDES-BENZ 220 280 & 280C All 4.5 Liter	Bosch W175T30	.024"	Zen Strom	175CDT	.003"	.008"	47±1°	31
	W175T30	.024"	Solex	4A1	.004"	.010"	.....	34±1°	32
	W175T30	.024"	Bosch	Elec. Inj.	.003"	.008"	.....	30±1°	33
OPEL All Models	AC 42FS	.030"	Solex	DIDTA-4	Hydraulic	Hydraulic	.016"	50±3°	34
PEUGEOT 504	Champion N9Y	.024"	Solex	32 BISCA 2 & 34 PBIC8	.006"C	.012"C	.016"⊙	57±2°	35
PORSCHE 914 1.7 Liter 914 2.0 Liter 911T (Early) 911T (Late) 911E & 911S	Bosch W175T2	.028"	Bosch	Elec. Inj.	.006"C	.006"C	.016"	47-53°	36
	W175T2	.028"	Bosch	Elec. Inj.	.006"C	.008"C	.016"	47-53°	37
	W235P21	.019-.023"	Bosch	Mech. Inj.	.004"C	.006"C	.016"	37±3°	38
	W235P21	.019-.023"	Bosch	CIS Inj.	.004"C	.006"C	.016"	37±3°	39
	W265P21	.019-.023"	Bosch	Mech Inj.	.004"C	.006"C	.016"	37±3°	40
RENAULT 12 15 17	Champion N5	.024-.028"	Weber	32DIR37⊙	.008"H	.010"H	.....	57±3°	41
	N5	.024-.028"	Weber	32DIR37⊙	.008"H	.010"H	.....	57±3°	42
	N5	.024-.028"	Bosch	Elec. Inj.	.008"H	.010"H	.....	57±3°	43
ROVER 2.4 Liter 2.6 Liter	Champion UN12Y	.029-.032"	Zenith	36IVE	.010"H	.010"H	.015"	.....	44
	N5	.029-.032"	Zen Strom	175CDSE	.006"H	.010"H	.015"	.....	45
SAAB All V4 99E	Motorcraft AGR32	.025"	Mocraft	1250 1-Bbl.	.014"	.016"	.016"	50±2°	46
	AG22	.024-.028"	Bosch	Elec. Inj.	.009"	.017"	.012-.016"	50±2°	47
SUBARU 1400	NGK BP6ES⊙	.025-.033"	Hitachi	DCG306-19	.012"	.012"	.018-.022"	49-55°	48
TOYOTA 3K-C Engine 2T-C Engine 18R-C Engine 4M Engine F Engine	Nip. W16EP	.028-.032"	Aisan	2-Bbl.	.008"H	.012"H	.016-.020"	50-54°	49
	W16EP	.028-.032"	Aisan	2-Bbl.	.008"H	.013"H	.016-.020"	50-54°	50
	W20EP	.028-.032"	Aisan	2-Bbl.	.008"H	.014"H	.016-.020"	52°	51
	W20EP	.028-.032"	Aisan	2-Bbl.	.007"H	.010"H	.016-.020"	41°	52
	W20EP	.028-.032"	Aisan	2-Bbl.	.008"H	.014"H	.016-.020"	41°	53
TRIUMPH Spitfire GT6 TR6 Stag	Champion UN12Y	.025"	Zen Strom	150CDSEV	.010"C	.010"C	.015"	38-40°	54
	UN12Y	.025"	Zen Strom	150CDSEV	.010"C	.010"C	.015"	40-42°	55
	UN12Y	.025"	Zen Strom	175CDSEV	.010"C	.010"C	.015"	34-37°	56
	N11Y	.025"	Zen Strom	175CDSEV	.008"C	.010"C	.014-.016"	30-32°	57
VOLKSWAGEN Type 1 Type 2 Type 3 Type 4	Bosch W145T1	.028"	Solex	34PICT-3	.006"C	.006"C	.016"	44-50°	58
	W145T1	.028"	Solex	⊙	.006"C	.006"C	.016"	44-50°	59
	W145T1	.028"	Bosch	Elec. Inj.	.006"C	.006"C	.016"	44-50°	60
	W175T2	.028"	Bosch	Elec. Inj.	.004"C	.004"C	.016"	44-50°	61
VOLVO B20B 4 Cyl. ⊙ B20F 4 Cyl. B30A 6 Cyl. ⊙ B30F 6 Cyl.	Bosch W200T35	.028-.032"	SU	HIF6	.021"	.021"	.014"	59-65°	62
	W200T35	.028-.032"	Bosch	Elec. Inj.	.017"	.017"	.014"	59-65°	63
	W200T35	.028-.032"	Zen Strom	175CD2SE	.021"	.021"	Min .010"	40±3°	64
	W200T35	.028-.032"	Bosch	Elec. Inj.	.021"	.021"	Min .010"	42±3°	65

SPARK PLUGS: NIP. - NIPPONDENSO. VALVES: C - SET COLD, H - SET HOT.

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		Man. Trans.	Auto. Trans.			
31	10° BTDC	750-800	750-800	2600-2800	0-1.5%	
32	4° ATDC	750-950	2400-2600	0-1.5%	
33	5° ATDC	.....	700-800	.....	.5-2%	
34	①	850-900	800-850	3200-3300	.....	① Set to timing mark at 800 RPM
35	5° BTDC	850	850	1400	2.5±5%	① With S.E.V. Marchal "Cassette" points, set gap to .012".
36	27° BTDC①	900±50	900±50	.....	0-1.5%	① At 3500 RPM
37	27° BTDC①	900±50	900±50	.....	0-1.5%	② At 900 RPM
38	5° ATDC②	900±50	950±50	.....	.....
39	5° ATDC②	900±50	950±50	.....	1.5-2.0%	
40	5° ATDC②	900±50	950±50	.....	.....
41	.....	850±25	650±25	.....	4±.5%	① 32DIR38 with Auto. Trans.
42	.....	850±25	650±25	.....	4±.5%	
43	.....	850±25	650±25	.....	.....
44	6° ATDC①	750-800	.....	.....	.....	① Vacuum connected
45	6° ATDC	500	.....	1000-1200	.....
46	3° BTDC①	900②	.....	1900-2100	1.5-2.5%	① At 800 RPM maximum ② Headlights ON low beam
47	8° BTDC①	850	800	.....	.....
48	6° BTDC	800	.....	.....	1-3%	① Or NGK BP6E
49	5° BTDC	650	.....	.....	1-4%	
50	5° BTDC	750	650	.....	1-4%	
51	7° BTDC	650	650	.....	1-4%	
52	5° BTDC	700	650	.....	1-3%	
53	7° BTDC	650	.....	.....	1-3%	
54	2° ATDC	800-850	.....	1100②	.5-2.5%	① At 600 RPM ② Engine cold, 1500 RPM with hot engine
55	4° ATDC	800-850	.....	1100②	.5-2.5%	
56	4° ATDC	800-850	.....	1100②	.5-2.5%	
57	4° ATDC①	800-850	800-850	1100②	.5-2.5%	
58	5° ATDC②	800-900	900-1000	1450-1650	.....	① 34PDSIT-2 (left), 34PDSIT-3 (right) ② Vacuum Connected ③ At 3500 RPM
59	5° ATDC②	900±50	.....	1450-1650	1-3%	
60	5° ATDC②	800-900	900-1000	.....	.....
61	27° BTDC③	850-900	850-900	.....	.....
62	10° BTDC	800	700	.....	2.5%	① Canada only ② 1-1.5% (Man. Trans.), .5-1.0% (Auto. Trans.)
63	10° BTDC	800	700	.....	②	
64	10° BTDC	800	700	.....	2.5%	
65	10° BTDC	800	700	.....	②	