1974 TUNE-UP SPECIFICATIONS

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No.
	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
ALFA ROMEO	Lodge								
2000	HL	①	Spica	Injection	.020"C	.022"C	.018"	60°	1
AUDI	Champion								
Fox	N8Y	.028"	Solex	32/35 TDID	.008"H	.016"H	.016"	50±3°	2
100LS	N7Y	.035-.040"	Solex	32/35 TDID	.008"H	.016"H	.016"	50±3°	3
AUSTIN/MG	Champion								
Austin Marina	N9Y	.034-.036"	SU	H1F6	.013"C	.013"C	.014-.016"	60±3°	4
MG Midget	N9Y	.024-.026"	SU	HS2	.012"C	.012"C	.014-.016"	57-63°	5
MGB	N9Y	.024-.026"	SU	HIF4	.015"C	.015"C	.014-.016"	57-63°	6
BMW	Bosch								
2002	WG135T30	.028"	Solex	DIDTA	.007"C	.007"C	.016"	59-65°	7
2002Tii	W175T30	.024-.028"	Kugel.	Injection	.007"C	.007"C	.024"	60±1°	8
Bavaria & 3.0 CS	WG135T30	.028"	Zenith	35/40INAT	.011"C	.011"C	.....	35-41°	9
CAPRI	Autolite								
2000	BRF-42	①	Mocraft.	5200	.008"H	.010"H	.025"	35-41°	10
2800	AGR-42	①	Mocraft.	5200	.014"H	.016"H	.024"	35-41°	11
COLT	Champion								
1600	N9Y	.030"	Solex	28/32 DIDTA	.006"H	.010"H	.018-.022"	49-55°	12
2000	N9Y	.030"	Solex	30/32 DIDTA	.006"H	.010"H	.018-.022"	49-55°	13
COURIER	Autolite								
Pickup	AG32A	.029-.033"	Zen Strom	2-Bbl.	.012"H	.013"H	.018-.022"	49-55°	14
DATSUN	NGK								
610	B6ES	.028-.031"	Hitachi	DCH340	.008"C	.010"C	.018-.022"	49-55°	15
620	B6ES	.028-.031"	Hitachi	DCH340	.008"C	.010"C	.018-.022"	49-55°	16
710	B6ES	.028-.031"	Hitachi	DCH340	.008"C	.010"C	.018-.022"	49-55°	17
B210	BP5ES	.031-.035"	Hitachi	DCH306	.014"H	.014"H	.018-.022"	49-55°	18
260Z	BP6ES	.031-.035"	Hitachi	HMB46W	.008"C	.010"C	.012-.016"	.....	19
FIAT	Champion								
124	N7Y	.020-.024"	Weber	34DMSA1①	.018"C	.020"C	.013"②	55±3°③	20
128 Sedan, Wagon	N9Y	.020-.024"	Weber	32DMTRA	.012"C	.018"C	.014"	55±3°	21
128 X1/9	N9Y	.020-.024"	Weber	32DMTRA	.012"C	.016"C	.....	55°	22
HONDA	NGK								
Civic	.....	.027-.031"	Hitachi	DCG306	.....	.....	.018-.022"	49-55°	23
JAGUAR	Champion								
XJ6	N11Y	.025"	Zen Strom	175CD2SE	.012-.014"C	.013"C	.015"	38±3°	24
XJ12	N10Y	.025"	Zen Strom	175CD2SE	.012-.014"C	.013"C	①	22-27°	25
V12 "E" Type	N10Y	.025"	Zen Strom	175CD2SE	.012-.014"C	.013"C	①	22-27°	26
JENSEN	Champion								
Jensen-Healey	N7Y	.025"	Zen Strom	175CD2SE	.006"C	.011"C	.014-.016"	57-63°	27
Jensen Interceptor III	J11Y	.035"	Carter	Thermo Quad	Hydraulic	Hydraulic	②	②	28
LOTUS	Champion								
Twin Cam	N7Y	.023-.025"	Zen Strom	175CD2SE	.006"C	.010"C	.015"	60±3°	29
LUV	NGK								
Pickup	BP6ES	.030-.040"	Hitachi	DRJ340	.004"C	.006"C	.016-.024"	49-55°	30
MAZDA	NGK								
Rotary	B7EMV	.024-.028"	Zen Strom	4-Bbl.	.....	.....	.018"	55-61°	31
808	BP6ES	.031"	Zen Strom	2-Bbl.	.012"H	.012"H	.020"	49-55°	32
Pickup	.....	.029-.031"	Zen Strom	2-Bbl.	.012"H	.012"H	.018-.022"	49-55°	33
MERCEDES	Bosch								
230	W175T30	.024"	Zen Strom	175CDT	.003"C	.008"C	.....	47±1°	34
280 & 280C	W175T30	.024"	Solex	4A1	.004"C	.010"C	.....	34±1°	35
4.5 Liter	W175T30	.024"	Bosch	Elec. Inj.	.003"C	.008"C	.....	30±1°	36

CARBURETORS: KUGEL. – KUGELFISHER, **MOCRAFT.** – MOTORCRAFT, **ZEN STROM** – ZENITH STROMBERG.
VALVES: C – SET COLD, H – SET HOT. **TRANSMISSIONS:** M/T – Manual Transmission, A/T – Automatic Transmission.

1974 TUNE-UP SPECIFICATIONS

No.	IGNITION TIMING	HOT IDLE		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
1	2°ATDC②	600 (Min)	.....	.....	.8-2%	① – Surface Gap Type. ② – At idle.
2	3°ATDC	925±75	925±75	.....	1.0±.6%①	① – W/A.I.R. disconnected, 1.5±5%. ② – At 900±50 RPM.
3	6°ATDC②	850-1000	850-1000	.....	1.5±.5%	
4	12°BTDC①	850	850	1200-1300	2.0%	① – At 1500 RPM.
5	9°BTDC①	1000	.....	1100-1200	2.5%	
6	12°BTDC①	850	.....	1300-1400	2.5%	
7	25°BTDC①	900±50	900±50	2000-2500	1.0-1.2%	① – At 1500 RPM. ② – At 2700 RPM. ③ – At 1700 RPM. ④ – Lean best idle. ⑤ – Each carburetor.
8	25°BTDC②	850-1000	850-1000	.....	④	
9	22°BTDC③	900-1000	900-1000	1600-1700⑤	.8-1.2%	
10	①	750±25	650	①	②③	① – See Tune-Up Decal. ② – Fed. M/T .15-.5%–Cal. 1.0-1.5%. ③ – Fed. A/T .2-.5%–Cal. .5-1.0%.
11	①	750	650±25	①	②③	
12	3°BTDC①	800-900	800-900	2000	.....	① – Exc. Cal. M/T-TDC.
13	3°BTDC	800-900	800-900	2000	.....	
14	①	①	.....	①	①	① – See Tune-Up Decal.
15	12°BTDC①	750	650	.....	3.0%④	① – At 750 RPM. ② – M/T 800 RPM; A/T 800 RPM in "D". ③ – M/T 750 RPM; A/T 8°BTDC@600 RPM retard; 15BTDC@650 RPM advance. ④ – A.I.R. disconnected. ⑤ – M/T; A/T 6-1.2% A.I.R. disconnected.
16	12°BTDC②	800	650	.....	1.5%	
17	12°BTDC②	800	650	.....	1.5%	
18	5°BTDC	800	650	.....	1.5±.5%	
19	8°BTDC③	750	600	.....	1.0-1.6%⑤	
20	TDC④	850±50	700-750⑤	1550-1650⑥	.5±.3%	① – St. Wgn., 32 DSMA. ② – Trailing set. ③ – Leading set. ④ – At 850 RPM. ⑤ – St. Wgn. ⑥ – A/T 1250-1350.
21	TDC④	850±50	.....	.....	1.0±.5%	
22	TDC④	850±50	.....	.....	1.0±.5%	
23	5°BTDC	.....	.....	.....	.....	
24	TDC②	.....	750	.....	4.5%	① – .020-.022" module gap. ② – At idle w/vac. connected.
25	4°ATDC	.....	750	1600-1700	4.5%	
26	4°ATDC②	650	750	1600-1700	4.5%	
27	TDC①	950-1000	.....	.....	2.5%	① – Vac. connected. ② – Electronic ignition.
28	10°BTDC±2°	800	.....	1800	.....	
29	5°BTDC	800-900	.....	.....	.....	
30	12°BTDC①	700②	.....	.....	.....	① – At 700 RPM. ② – W/A.C. 900 RPM.
31	5°ATDC①	900	750②	.....	.1-2.0%	① – Leading points; trailing points 10°ATDC. ② – In "D". ③ – From 600 RPM, adjust mixture to highest RPM and lean 20 RPM.
32	8°BTDC	③	.....	.....	.....	
33	3°BTDC	800±25	.....	.....	1.5-3.5%	
34	10°BTDC	750-800	750-800	2600-2800	0-1.5%	
35	4°BTDC	.....	750-950	2400-2600	0-1.5%	
36	5°BTDC	.....	700-800	.....	.5-2%	