

# 1974 TUNE-UP SPECIFICATIONS

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No.
	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
<b>OPEL</b> All Models	AC 42FS	.030"	Solex	DIDTA	Hydraulic	Hydraulic	.018"	50±3°	37
<b>PANTERA</b> All Models	Autolite ARF-42	.035"	Mocraft.	4300	Zero Lash	Zero Lash	①.020"	②32-35	38
<b>PEUGEOT</b> 504	Champion N-7Y	.024-.028"	Solex	32 BISCA-2 & 34 PBIC-8	.004"C	.010"C	.016"	55-59°	39
<b>PORSCHE</b> 911	Bosch W215P21	.022"	Bosch	CIS	.004"C	.004"C	.016"	35-41°①	40
911S Carrera	W235P21	.022"	Bosch	CIS	.004"C	.004"C	.016"	35-41°①	41
914 1.8 Liter	W175T2	.028"	Bosch	Elec. Inj.	.006"C	.006"C	.016"	44-50°	42
914 2.0 Liter	W175T2	.028"	Bosch	Elec. Inj.	.006"C	.008"C	.016"	44-50°	43
<b>RENAULT</b> R-12	Champion N-5	.025-.028"	Weber	32 DIR	.....	.....	.016-.020"	55±3°	44
R-15	N-5	.025-.028"	Weber	32 DIR	.....	.....	.016-.020"	55±3°	45
R-17TL	N-5	.025-.028"	Weber	32 DIR	.....	.....	.016-.020"	55±3°	46
R-17G	N-3	.025-.028"	Bosch	Elec. Inj.	.....	.....	.016-.020"	57±3°	47
<b>SAAB</b> V-4	Autolite AGR32	.025"	Mocraft.	1250 1-Bbl.	.014"	.016"	.016"	50±2°	48
99E	AG22	.024-.028"	Bosch	Elec. Inj.	.009"	.017"	.012-.016"	50±2°	49
<b>SUSARU</b> 1400	NGK BP6ES	.032"	Zen. Strom.	DCJ360-5	.011-.013"	.011-.013"	.018-.022"	49-55°	50
<b>TOYOTA</b> 3K-C	NGK BP6ES	.030"	Aisan	2-Bbl.	.008"H	.012"H	.016-.020"	50-54°	51
2T-C	BP6ES	.030"	Aisan	2-Bbl.	.008"H	.013"H	.016-.020"	50-54°	52
18R-C	BP6ES	.030"	Aisan	2-Bbl.	.008"H	.014"H	.016-.020"	50-54°	53
4M	BP6ES	.030"	Aisan	2-Bbl.	.007"H	.010"H	.016-.020"	38-44°	54
F	BP6ES	.030"	Aisan	2-Bbl.	.008"H	.014"H	.016-.020"	38-44°	55
<b>TRIUMPH</b> Spitfire	Champion UN12Y	.025"	Zen. Strom.	150CDSEV	.010"C	.010"C	.015"	38-40°	56
TR6	UN9Y	.025"	Zen. Strom.	175CDSEV	.010"C	.010"C	.015"	34-37°	57
<b>VOLKSWAGEN</b> Type 1	Bosch W145T1	.028"	Solex	34PICT-3	.006"C	.006"C	.016"	44-50°	58
Type 2	W145T2	.028"	Solex	34PDSIT-2,3	.006"C	.008"C	.016"	44-50°	59
Type 4	W175T2	.028"	Bosch	Elec. Inj.	.006"C	.008"C	.016"	44-50°	60
Type 14	W145T1	.028"	Solex	34PICT-3	.006"C	.006"C	.016"	44-50°	61
Type 181	W145T1	.028"	Solex	.....	.006"C	.006"C	.016"	44-50°	62
Dasher	W175T30	.028"	Solex	32/35DIDTA	.008"C	.015"C	.015"	47-53°	63
<b>VOLVO</b> B20B①	Bosch W200T35	.028-.032"	SU	HIF6	.021"	.021"	.014"	59-65°	64
B20F	W200T35	.028-.032"	Bosch	CIS	.017"	.017"	.014"	59-65°	65
B30A①	W200T35	.028-.032"	Zen. Strom.	175CD2SE	.021"	.021"	Min .010"	40±3°	66
B30F	W200T35	.028-.032"	Bosch	Elec. Inj.	.021"	.021"	Min .010"	42±3°	67

**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.

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T-5

No.	IGNITION TIMING	HOT IDLE		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
37	TDC <sup>ⓐ</sup>	850-900	800-850 <sup>ⓑ</sup>	3200-3300	1.0-2.0%	ⓐ - At 900 RPM. ⓑ - Transmission in Neutral.
38	20 BTDC	ⓐ	.....	1300-1350	ⓐ	ⓐ - Each ⓑ - Combined ⓒ ⓓ - See Tune-Up Decal
39	5 BTDC <sup>ⓐ</sup>	800-850	800-850	1400	ⓑ	ⓐ - At 850 RPM ⓑ - See Engine Tune-Up Decal
40	5° ATDC <sup>ⓑ</sup>	900±50	.....	.....	1.5±.5%	ⓐ - Bosch; Marelli, 34-40°. ⓑ - Vac. hose connected, @850-950 RPM.
41	5° ATDC <sup>ⓑ</sup>	900±50	.....	.....	1.5±.5%	ⓒ - Vac. hose disconnected, @800-900 RPM.
42	7.5° BTDC <sup>ⓑ</sup>	850±50	.....	.....	2.5±.5%	ⓓ - Vac. hose disconnected, @3500 RPM.
43	27° BTDC <sup>ⓑ</sup>	850±50	.....	.....	2.0±1.0%	
44	10° BTDC	850±25	650±25 <sup>ⓐ</sup>	.....	4% <sup>ⓑ</sup>	ⓐ - In Drive.
45	10° BTDC	850±25	650±25 <sup>ⓐ</sup>	.....	4% <sup>ⓑ</sup>	ⓑ - With Auto. Trans., 600 RPM and Air Pump disconnected. With Man. Trans., 750 RPM and Air Pump disconnected.
46	10° BTDC	850±25	650±25 <sup>ⓐ</sup>	.....	4% <sup>ⓑ</sup>	
47	TDC±1°	1000	.....	.....	2.5-3%	
48	3° BTDC <sup>ⓐ</sup>	900 <sup>ⓑ</sup>	.....	1900-2000	.....	ⓐ - At 800 RPM maximum.
49	8° BTDC <sup>ⓐ</sup>	850	800	.....	.....	ⓑ - Headlights on low beam.
50	6° BTDC <sup>ⓐ</sup>	700-800	700-800	.....	.....	ⓐ - At 700-800 RPM.
51	5° BTDC <sup>ⓐ</sup>	750	.....	.....	1-4%	ⓐ - At 750 RPM.
52	5° BTDC <sup>ⓑ</sup>	750 <sup>ⓐ</sup>	800 <sup>ⓑ</sup>	.....	1-4% <sup>ⓐ</sup>	ⓑ - Calif. 10° BTDC. At 850 RPM.
53	7° BTDC <sup>ⓑ</sup>	650	800	.....	1-4%	ⓒ - Calif. 850 RPM.
54	5° BTDC <sup>ⓑ</sup>	700	750	.....	1-4% <sup>ⓐ</sup>	ⓓ - Calif. .5-3%.
55	7° BTDC <sup>ⓑ</sup>	650	.....	.....	1-3%	ⓔ - At idle. ⓕ - Calif. 1-2%.
56	2° ATDC	800-850	.....	1100 <sup>ⓐ</sup>	2±1%	ⓐ - Engine cold; 1500 RPM w/engine hot.
57	4° ATDC	800-850	.....	1100 <sup>ⓐ</sup>	2±1%	
58	ⓐ	800-900	900-1000	.....	.....	ⓐ - 7.5 BTDC, vac. disconnected, @ 800-900 RPM. Cal. M/T-5° ATDC, vac. connected.
59	ⓑ	850-950	900-1000	.....	.....	ⓑ - M/T 10° ATDC, vac. connected @ 850-950; A/T 5° ATDC, vac. connected @ 900-1000.
60	ⓒ	ⓐ	ⓑ	.....	.....	ⓒ - 2-door 27° BTDC @ 3500.
61	ⓓ	800-900	900-1000	.....	.....	ⓓ - At 800-900 RPM.
62	5° ATDC <sup>ⓑ</sup>	800-900	.....	.....	.....	ⓔ - Vac. disconnected @ 3000 RPM.
63	30° BTDC <sup>ⓑ</sup>	925±75	925±75	.....	.....	ⓕ - 2-door 800-900 RPM; 4-door & wagon 900-1000 RPM.
64	10° BTDC	800	700	.....	2.5%	ⓐ - Canada only.
65	10° BTDC	800	700	.....	1.5%	ⓑ - 1-1.5% M/T; .5-1.0% A/T.
66	10° BTDC	800	700	.....	2.5%	
67	10° BTDC	800	700	.....	ⓑ	