

1975 TUNE-UP SPECIFICATIONS

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No.
	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
MERCEDES BENZ 230 280 450	Champ. N9Y	.024"	Strom	175CDT	.004"C	.008"C	.018"	50°	30
	N9Y	.024"	Solex	4AI	.004"C	.010"C	.016"	34°	31
	N9Y	.024"	Bosch	Fuel Inj.	.004"C	.008"C	.016"	30°	32
OPEL 1900 Manta	AC								
	42.6FS 42.6FS	.030" .030"	Bosch Bosch	Fuel Inj. Fuel Inj.	⊖ ⊖	⊖ ⊖	.016" .016"	47-53° 47-53°	33 34
PEUGEOT 504	Champ. N7Y	.024-.028"	Solex	2x1-Bbl.	.004"C⊖	.010"C	.016"	55-59°	35
PORSCHE 911S 911 Carrea 914 1.8 Litre 914 2.0 Litre	Bosch W235P21	.022"	Bosch	Fuel Inj.	.004"C	.004"C	.014"	35-41°⊖	36
	W235P21	.022"	Bosch	Fuel Inj.	.004"C	.004"C	.014"	35-41°⊖	37
	W175M30	.028"	Bosch	Fuel Inj.	.006"C	.006"C	.016"	44-50°	38
	W175M30	.028"	Bosch	Fuel Inj.	.006"C	.008"C	.016"	44-50°	39
RENAULT R-12 R-15 & R-17L R-17 Gordini	Champ. N5	.025-.028"	Weber	32DARA	.008"H	.010"H	⊖	54-60°	40
	N7Y	.025-.028"	Weber	32DARA	.008"H	.010"H	⊖	54-60°	41
	N3	.025-.028"	Bosch	Fuel Inj.	.010"H	.012"H	⊖	54-60°	42
SAAB 99E	NGK BP6ES	.024-.028"	Bosch	Fuel Inj.	.009"C	.017"C	.016"	47-53°	43
SUBARU 1400	NGK BP6ES	.032"	Hitachi	DCH306-6	.012"	.014"C	.020"	49-55°	44
TOYOTA 2T-C Engine 2F Engine 4M Engine 20R Engine	NGK BP5ESL	.030"	Aisan	2-Bbl.	.008"H	.013"H	.016-.020"	50-54°⊖	45
	BP5EZ	.039"	Aisan	2-Bbl.	.008"H	.014"H	.016-.020"	38-44°	46
	BP5ESL	.030"	Aisan	2-Bbl.	.007"H	.010"H	.016-.020"	38-44°	47
	BP5ESL	.030"	Aisan	2-Bbl.	.008"H	.012"H	.016-.020"	50-54°	48
TRIUMPH Spitfire TR6 TR7	Champ. N12Y	.025"	Zen Strom	⊖	.010"C	.010"C	⊖	.....	49
	N9Y	.025"	Zen Strom	175DC2SEV	.010"C	.010"C	.015"	32-38°	50
	N11Y	.025"	Zen Strom	⊖	.008"C	.018"C	⊖	.....	51
VOLKSWAGEN Type 1 Type 2 Rabbit & Scirocco Dasher	Bosch W145M1	.028"	Bosch	Fuel Inj.	.006"C	.006"C	.016"	44-50°	52
	W145M2	.028"	Bosch	Fuel Inj.	.006"C	.006"C	.016"	44-50°	53
	W200T30	.026"	Zen Strom	32/32	.010"H	.018"C	.016"	44-50°	54
	W200T30	.026"	Zen Strom	32/32	.010"H	.018"C	.016"	44-50°	55
VOLVO 164 240 Series	Bosch W200T35	.028-.032"	Bosch	Fuel Inj.	.021"H	.021"H	⊖	56
	W200T35	.028-.032"	Bosch	Fuel Inj.	.017"H	.017"H	⊖	57

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T-9

No.	IGNITION TIMING	HOT IDLE		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
30 31 32	10° BTDC 7° BTDC TDC	800-900	800-900 800-900 700-800	1600-1800 1700-1900.....	.4-1.5% 1.0% 1.5% max.	
33 34	TDC②③ TDC②③	900-1000 900-1000	900-1000 900-1000	..... .....	④ ④	① One turn clockwise from zero clearance ② Retard hose disconnected ③ At idle ④ See Tune-Up Decal
35	5° BTDC	900	900	1400	②	① On cylinders No. 1 & 4, .008" ② See Tune-Up Decal
36 37 38 39	5° ATDC 5° ATDC 7.5° BTDC 27° BTDC②	850-950 850-950 800-900 850-950	900-1000 900-1000 ..... .....	..... ..... ..... .....	1.7-2.2%③ 1.7-2.2%③ .2-.8% 1.3%	① Bosch Marelli, 34-40° ② At 3500 RPM ③ Calif., 1.5-2.0%
40 41 42	① ① ①	800-900 800-900 800-900	625-675② 625-675② 800-900	① ① ①	2.5-3.5% 2.5-3.5% 1.0-3.0%	① See Tune-Up Decal ② A/T in "D"
43	14° BTDC①	850-900	850-900	.....	1.5-2.0%	① Calif., 12° BTDC
44	8° BTDC	750-850	850-950	.....	.15-.55%①	① With A.I.R. disconnected
45 46 47 48	10° BTDC② 7° BTDC 10° BTDC③ 8° BTDC	800-900 600-700 750-850 800-900	800-900④ 700-800 800-900④	2800-3200⑤ 1600-2000 2400-2800⑥ 2200-2600⑦	⑧ ⑧ ⑧ ⑧	① Dual point dist.; Main point, 50-54°, sub point, 57° ② Dual point dist.; Main point 12° BTDC, sub point, 19-25° BTDC ③ Calif., 5° BTDC ④ A/T in neutral ⑤ Calif., 2500-2900 RPM ⑥ Calif., 2200-2600 RPM ⑦ w/o EGR ⑧ See Tune-Up Decal
49 50 51	2° ATDC 4° ATDC 2° ATDC	700-900 700-900 700-900	700-900 700-900 700-900	1700-1900 1500-1700	.5-2.5% 1.0-3.0% 1.0-3.0%④	① w/Converter, 150CD4T w/o Converter, 150CD4 ② w/Converter, 175CD4VT w/o Converter, 175CD2SEV ③ Pickup air gap, .014-.016" ④ w/Converter, .5-3.0%
52 53 54 55	5° ATDC① 5° ATDC 3° ATDC 3° ATDC	800-950 850-950 900-1000 850-1000	850-1000 900-1000 900-1000 850-1000	② ② ② ②	2.0% 2.0% 2.0% 2.0%	① A/T, TDC ② See Tune-Up Decal
56 57	10° BTDC 5° BTDC	800 800	900 900	..... .....	1.0-1.5%② 1.5%③	① Bosch Electronic Ignition ② A/T, .5-1.0% ③ With A.I.R. disconnected