

1976 TUNE-UP SPECIFICATIONS

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No.	
	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle		
ALFA ROMEO 2000 & Alphecca	Lodge HL	①	Spica	Fuel Inj.	.020" C	.022" C	.018"	60°②	1	
ARROW 1600 & 2000	NGK BPR-6ES	.029"	Mikuni	① 28-32 DIDTA	.006" H	.010" H	.020"	.....	2
AUDI Fox	Bosch W215T30	.026"	Bosch	Fuel Inj.	.010" C	.018" C	.016"	44-50°	3	
BMW 2002 530i & 3.0Si	Bosch W145T30 W145T30	.028" .027"	Solex	DIDTA	.007" C	.007" C	.016"	59-65°	4	
			Bosch	Fuel Inj.	.011" C	.011" C	.014"	35-41°	5	
CAPRI II 2300 2800	Autolite AGRF52 AGR42	.034" ①	Mocraft	5200	②	②	③	③	6	
			Mocraft	2150	.014" H	.016" H	③	③	7	
COLT 1600 & 2000	NGK BPR-6ES	.029"	Mikuni	① 28-32 DIDTA	.006" H	.010" H	.020"	.....	8
COURIER 1800	Autolite AG32A	.031"	Nik-Strom	2-Bbl.	.009" H①	.009" H①	.020"	49-55°	9	
DATSUN B210 & F10 610 & 710 Pickup 280Z	NGK BP5ES BP6ES① BP6ES① BP6ES	.033" .033"① .033"① .030"	Hitachi	DCH-306	.010" C	.010" C	.020"②	49-55°	10	
			Hitachi	DCH-340	.008" C	.010" C	.020"②	49-55°	11	
			Hitachi	DCH-340	.008" C	.010" C	.020"②	49-55°	12	
			Bosch	Fuel Inj.	.008" C	.010" C	②	.....	13
HONDA Civic Civic (CVCC) Accord	NGK BP6ES BP6ES BP6ES	.030" .030" .030"	Hitachi	DLG-306	.005"	.005"	.020"	49-55°	14	
			Keihin	.....	.006"	.006"	.020"	49-55°	15
			Keihin	.....	.006"	.006"	.020"	49-55°	16
JAGUAR XJ-6 V12	Champion N11Y N10Y	.025" .035"	Zen Strom	175CD2SET	.013"	.013"	①	.....	17
			Bosch	Fuel Inj.	.013"	.013"	②	.....	18
LUV Pickup	NGK BPR-6ES	.030"	Hitachi	DCP340	.006" C	.010" C	.018"	45-57°	19	
MAZDA 808 1300 808 1600 B1600② RX3③ RX4 & Cosmo	NGK BP-6ES-13① BP-6ES B7ET	.031" .031"041"	Hitachi	DCG-306	.010" H②	.012" H②	.020"③	49-53°④	20	
			Nik-Strom	2-Bbl.	.012" H②	.012" H②	.020"	49-55°	21	
			22
			23
			Nik-Strom	4-Bbl.018"	55-61°	24	

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No.	IGNITION TIMING	HOT IDLE		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
1	5-7°ATDC③	600-700	.....	.....	1.2% Max.	① Surface Gap Type. ② Calif. Alpha Secondary Contacts 3° retard from Primary Contacts. ③ Calif. Alpha TDC.
2	5°ATDC	900-1000	800-900	2000	1-2.5%②	① 2000cc, 30-32 DIDTA. ② At 50 RPM Less than idle speed.
3	3°ATDC	850-1000	850-1000	.....	1.5% Max.①	① Calif. .5% Max. & Fed. A/T 1.0% Max.
4	25°BTDC①	800-1000	800-1000	.....	1-1.5%③④	① 2000 RPM Fed.; 2800 RPM Calif. ② 1700 RPM Fed.; 2700 RPM Calif. ③ With AIR disconnected. ④ 1.5-3.0% Calif.
5	22°BTDC②	850-1050	850-1050	.....	1.5-3.0%③	
6	①	①	①	1800	①	① See Tune-Up Decal. ② .035-.055" w/Lifter Collapsed. ③ Bosch Breakerless Ign.
7	①	①	①	1600	①	
8	5°ATDC	900-1000	800-900	2000	1-2.5%②	① 2000c, 30-32 DIDTA ② At 50 RPM Less Than Idle Speed.
9	5°ATDC	700-750	700-750	②	1.5% Max.③	① Camshaft Side. ② See Carb. Section. ③ 2-3% Calif. M/T.
10	10°BTDC③④	700	650③	2550⑥	1-3%	① Calif. BP6ES-11 w/.041" Gap. ② Air Gap .008-.016". ③ A/T in "D". ④ B210 Calif. M/T-8°BTDC.
11	12°BTDC③	750	650③	2000⑦	1-3%	⑤ Calif. M/T-7°BTDC.
12	12°BTDC③	750	650③	2000⑦	1-3%	⑥ A/T-2800 RPM.
13	7°BTDC	800	700③	.....	.....	⑦ A/T-2400 RPM.
14	7°BTDC	750-850	700-800	.....	1.5% Max.	① Wagon with A/T-TDC
15	2°BTDC①	800-900	700-800	3000③	0.1-0.4%	② A/T TDC.
16	2°BTDC②	750-850	630-730	3000	0.1-0.4%	③ A/T 2700.
17	8°BTDC③	.....	750	.....	2-4.5%①	① Air Gap .014-.016".
18	10°BTDC③	.....	750	.....	1-2%④	② Air Gap .020-.022". ③ At idle. ④ With AIR disconnected.
19	6°BTDC	900	900	.....	.....
20	7°BTDC③	700-750	.....	⑥	0.3-1%⑦	① Calif. BP-6ES.
21	5°BTDC③	800-850	800-850	⑥	1.5% Max.⑦	② Rocker-to-Valve Stem.
22	.....	.....	.....	.....	.....	③ Fed. Air Gap .013".
23	.....	.....	.....	.....	.....	④ Fed. Preset.
24	5°ATDC⑩	700-750	700-750	3250⑥	0.1% Max.	⑤ Calif. 11°BTDC. ⑥ See Carb. Section. ⑦ Calif. 1.5-2.5% ahead of CAT. ⑧ Calif. 8°BTDC. ⑨ Not available at Publication Time. ⑩ Leading; Trailing 16-24°ATDC.