

1976 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	Champion N9Y	.024"	Zen Strom	175 CDT	.004" C	.008" C	③	47°	25
	N9Y	.024"	Solex	4AI	.004" C①	.010" C①	③	34°	26
	N9Y	.024"	Bosch	Fuel Inj.	②	②	④	25-39°	27
MG Midget MGB	Champion N12Y	.025"	Zen Strom	150CD4①	.010" C	.010" C	②	.....	28
	N9Y	.035"	Zen Strom	175CD5T	.013" H	.013" H	②	.....	29
OPEL Isuzu	NGK BPR-6ES	.030"	Nikki	2-Bbl.	.006"	.010"	.018"	47-57°	30
PORSCHE 912E 911S Carrera 3.0 914 2.0 Litre	Bosch W175 M30	.028"	Bosch	Fuel Inj.	.006" C	.008" C	.....	44-50°	31
	W235 P21	.022"	Bosch	Fuel Inj.	.004" C	.004" C	.014"	35-41°	32
	W280 P21	.028"	Bosch	Fuel Inj.	.004" C	.004" C	.....	.....	33
	W175 T2	.028"	Bosch	Fuel Inj.	.006" C	.008" C	.016"	44-50°	34
RENAULT R-5 R-12 R-15 R-17	Champion L92Y	.26"	Weber	32DIR46	.006" C	.008" C	.016-.020"	55-59°	35
	N9Y	.26"	Weber	32DARA10④	.008" ③	.010" ③	.016-.020"	55-59°	36
	N9Y	.26"	Weber	32DIR46	.008" ③	.010" ③	.016-.020"	55-59°	37
	N3	.26"	Bosch	Fuel Inj.	.010" ③	.012" ③	.016-.020"	55-59°	38
SAAB 99E	NGK BP6ES	.026"	Bosch	Fuel Inj.	.009" C	.017" C	.016"	47-53°	39
SUBARU 1400 1600	NGK BP6ES	.028-.031"	Hitachi	DCU306-7	.010" C	.014" C	.016-.020" ③	.....	40
	BP6ES	.028-.031"	Hitachi	DCJ306-7	.010" C	.014" C	.016-.020" ③	.....	41
TOYOTA 2T-C Engine 2F Engine 4M Engine 20R Engine	NGK BP5ES-L	.030"	Aisan	2-Bbl.	.008" H	.013" H	.016-.020"	50-54°	42
	BP5EZ	.037"	Aisan	2-Bbl.	.008" H	.014" H	.016-.020"	38-44°	43
	BP5ES-L	.030"	Aisan	2-Bbl.	.007" H	.010" H	.016-.020"	38-44°	44
	BP5ES-L	.030"	Aisan	2-Bbl.	.008" H	.012" H	.016-.020"	50-54°	45
TRIUMPH Spitfire TR6 TR7	Champion N12Y	.025"	Zen Strom	150CD4④	.010" C	.010" C	②	.....	46
	N9Y	.025"	Zen Strom	175CDSEV ①	.010" C	.010" C	.015"	34-38°	47
	N12Y	.025"	Zen Strom	175CDSEVX	.008" C	.018" C	②	.....	48
VOLKSWAGEN Beetle Transporter Rabbit/Scirocco Dasher	Bosch W145M1	.028"	Bosch	Fuel Inj.	.006" C	.006" C	.016"	44-55°	49
	W145M2	.028"	Bosch	Fuel Inj.	.006" C	.006" C	.016"	44-50°	50
	W200T30	.028"	Zenith	32/32 282	.010" H	.018" H	.016"	44-50°	51
	W215T30	.028"	Bosch	Fuel Inj.	.009" H	.017" H	.016"	44-50°	52
VOLVO 240 Series 260 Series	Bosch W 175 T30	.025-.030"	Bosch	Fuel Inj.	.015" C①	.015" C	②	②	53
	WA 200 T30	.024-.028"	Bosch	Fuel Inj.	.005" C	.011" C	②	②	54

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No.	IGNITION TIMING	HOT IDLE		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
25 26 27	10° BTDC 7° BTDC TDC	800-900	800-900 800-900 700-800	1600-1800 1700-1900	1% Max. ⑤ .4-1.5% ⑤ .2-1.5% ⑤	① 280S-.006" Int.; .012" Exh. ② Hydraulic Lifters. ③ See Tune-Up Decal. ④ Breakerless Ignition. ⑤ Without AIR.
28 29	2° ATDC 10° BTDC ③	700-900 750-950	..... .....	1700-1900 ④	.5-3.5% 4.5-6.5% ③	① Calif. 150CD4VT ② Air Gap .014"-.016" ③ With AIR Disconnected & Plugged. ④ See Carb Section. ⑤ At 1500 RPM.
30	6° BTDC	675-725	675-725	①	.....	① See Carb. Section.
31 32 33 34	27° BTDC ④ 5° ATDC ① 5° ATDC ⑤ 27° BTDC ⑥	875-975 850-950 850-900 850-950	..... 900-1000 900-1000.....	....................	.5-1.2% ③ 2-3.5% ② 1-3% 1-3%	① At 900 RPM with vacuum. ② With AIR disconnected and plugged. ③ 875-975 RPM. ④ At 3500 RPM without vacuum. ⑤ At 850 RPM with vacuum. ⑥ At 2500 RPM with vacuum.
35 36 37 38	TDC ② 7° BTDC ② ⑦ 7° BTDC ② ⑦ 12° BTDC	750-850 800-900 800-900 800-900	..... 625-675 ③ 625-675 ③	1400-1600 1500 1500.....	.5-3% ① 1-4% ② 1-4% ② ⑧ 1-3%	① 2.5% Preferred. ② At idle RPM. ③ Hot or Cold. ④ DARALL with A/T. ⑤ In Drive. ⑥ 3% Preferred. ⑦ 10° BTDC with A/T. ⑧ .5-3% Calif.
39	14° BTDC ①	850-900	850-900	.....	1.5-2.0%	① Calif. 12° BTDC
40 41	8° BTDC 8° BTDC	900-1000 .....	..... 850-950	① ①	.015-.55% ② .015-.55% ②	① With throttle valve open 19°. ② With AIR connected .5-1.5%. ③ Damper spring gap .002-.018".
42 43 44 45	10° BTDC 7° BTDC 10° BTDC ② 8° BTDC	800-900 700-800 750-850 800-900	800-900 700-800 800-900	3000 ① 1800 2600 ③ 2400	..... ..... ..... .....	① 2700 Calif. ② 5° BTDC Calif. ③ 2400 Calif.
46 47 48	2° ATDC 4° ATDC 2° ATDC	700-900 700-900 700-900	..... ..... .....	1700-1900 1500-1700	.5-2.5% 1-3% 1-2% ③	① Calif. 175CD4VT. ② Pickup coil air gap .014-.016". ③ Calif. .5-3%. ④ Calif. 150CD4VT.
49 50 51 52	5° ATDC ① 5° ATDC 3° ATDC 3° ATDC	800-950 850-950 850-1000 850-1000	850-1000 900-1000 850-1000 850-1000	② ② ② ②	2.0% 2.0% 1.5% ③ 1.5% ④	① With A/T, TDC. ② See tune-up decal. ③ Ahead of CAT. ④ Calif. .5%. Fed A/T 1.0%.
53 54	15° BTDC 10° BTDC	900 900	800 900	..... .....	2±.3% 1.7±.3%	① .017" with engine hot. ② Electronic Ignition.