

# 1977 TUNE-UP SPECIFICATIONS

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No
	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
<b>ARROW</b> 1600 & 2000	NGK BPR-6ES	.030"	Solex	⊗28-32 DIDTA	.006"H	.010"H	.020"	49-55°	1
<b>AUDI</b> 100 LS Fox	Champion N7Y	.035" ①	Bosch	Fuel Inj.	.006"H	.016" H	.016"	44-50°	2
	N8Y	.028"	Bosch	Fuel Inj.	.008"C	.016"C	.016"	44-50°	3
<b>BMW</b> 320i 530i & 630CSi	Bosch W145T30	.026"	Bosch	Fuel Inj.	.007"C	.007"C	.014"	59-65°	4
	W145T30	.026"	Bosch	Fuel Inj.	.010"C	.010"C	.015"	35-41°	5
<b>CAPRI II</b> 2300 2800	Autolite AGRF52	.034" ①	Mtrcraft	2500	①	①	②	②	6
	AGR 42	③	Mtrcraft	2150 ④	.014"H	.016"H	②	②	7
<b>COLT</b> 1600 & 2000	NGK BPR-6ES	.030"	Solex	⊗28-32 DIDTA	.006"H	.010"H	.020"	49-55°	8
<b>COURIER</b> 1800 2300	NGK BPR-6ES	.031"	Nik-Strom	2-Bbl.	.012"H	.012"H	.020"	49-55°	9
	AGRF52 ①	.031"	Nik-Strom	2-Bbl.	②	②	③	③	10
<b>DATSUN</b> F10 & B210 200SX & 710 Pickup 810 & 280Z	NGK BP5ES-11	.041"	Hitachi	DCH-306	.010"C	.010"C	.020" ①	49-55°	11
	BPR6ES-11	.041"	Hitachi	DCH-340	.008"C	.010"C	.020" ①	49-55°	12
	BPR6ES-11	.041" ③	Hitachi	DCH-340	.008"C	.010"C	.020" ①	49-55°	13
	B6ES-11	.041"	Bosch	Fuel Inj.	.008"C	.010"C	④	④	14
<b>FIAT</b> 124 & 131 128 & X1/9	Champion N9Y	.024"	Weber	32 ADFA	.018"C	.020"C	.016"	52-58°	15
	N9Y	.024"	Weber	32 DATRA	.012"C	.016"C	.016"	52-58°	16
<b>HONDA</b> Civic Civic CVCC & Accord	NGK BP6-ES	.030"	Keihin	2-Bbl.	.005"C	.005"C	.020"	49-55°	17
	B6EB	.030"	Keihin	2-Bbl.	.006"C	.006"C	.020"	49-55°	18
<b>JAGUAR</b> XJ6 XJ12 & XJS	Champion N-11Y	.025"	Bosch/Luc	Fuel Inj	.013"C	.013"C	①	.....	19
	N10Y	.035"	Bosch/Luc	Fuel Inj.	013"C	.013"C	②	.....	20
<b>LANCIA</b> All Models	Champion N9Y	.025"	Weber	32 DATRA	.018"C	.020"C	①	52-58°	21

# 1977 TUNE-UP SPECIFICATIONS

No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
1	5° BTDC <sup>②</sup>	900-1000	800-900	2000	.....	① 2000cc, 30-32 DIDTA ② High Alt., 10° BTDC
2	6° ATDC	850-1000	850-1000	.....	.9% Max <sup>②</sup>	① .028" Fed. Man. Trans. ② Calif., .3% Max. ③ Fed. A/T, Fed. M/T 1.5% Calif. .3% Max.
3	3° ATDC	850-1000	850-1000	.....	1.0% <sup>③</sup>	
4	25° BTDC <sup>①</sup>	850-1000	850-950	.....	2.0% <sup>②</sup>	① Fed. At 2200 RPM. Calif. At 2400 RPM ② Fed. Calif. 2.5-3.5% ③ Fed. At 1700 RPM Calif. At 2700 RPM.
5	22° BTDC <sup>③</sup>	850-1050	850-1050	.....	1.5-3.0%	
6	①	①	①	1800	①	① Hydraulic Lash Adjusters ② Electronic Ignition ③ See Tune-Up Decal ④ Calif., 2700 VV
7	③	③	③	1600	③	
8	5° BTDC <sup>②</sup>	900-1000	800-900	2000	.....	① 2000cc, 30-32 DIDTA ② High Alt., 10° BTDC
9	5° BTDC	700	.....	④	1.5-2.5%	① Autolite ② Hydraulic Lash Adjusters ③ Electronic Ignition ④ See Tune-up Decal
10	6° BTDC	800	700	④	3.5-4.5%	
11	10° BTDC <sup>②</sup>	700	700 <sup>③</sup>	2300 <sup>①</sup>	1.0-3.0%	① Electronic Ign. .008-.016" ② Calif. B210 with A/T, 8° BTDC ③ Calif. B210, 650 RPM ④ Auto. Trans., 2700 RPM ⑤ Fed. BPR6ES, .031-.035" ⑥ Calif. with M/T 10° BTDC ⑦ 810 Models 700 M/T 650 A/T ⑧ Calif. .5%
12	12° BTDC	600	600	2350 <sup>②</sup>	3-2.0%	
13	12° BTDC <sup>⑥</sup>	750	650	2350 <sup>②</sup>	1.0-3.0%	
14	10° BTDC	800 <sup>⑦</sup>	700 <sup>⑧</sup>	.....	1.0% <sup>⑧</sup>	
15	TDC	800-900 <sup>①</sup>	800-900 <sup>①</sup>	1600 <sup>②</sup>	1.5-2.5%	① Model 131 (w/Cat. Conv.)- 700-750 RPM ② Model 131 A/T-1300 RPM
16	TDC	800-900	800-900	.....	1.5-2.5%	
17	TDC	700-800	700-800	1800	.35% Max.	① Calif. & High Alt. with M/T and Calif. Sedan with A/T 2° BTDC. Calif. exc Sedan with A/T, TDC ② Alt 2500 RPM
18	6° BTDC <sup>①</sup>	800	700	3000 <sup>②</sup>	4% Max.	
19	8° BTDC	.....	750	.....	2.0-4.5%	① Pickup Air Gap .014-.016" ② Pickup Air Gap .020-.022"
20	10° BTDC	.....	750	.....	1.0-2.0%	
21	TDC <sup>②</sup>	800-850	800-850	1550-1650	1.5-2.5%	① Calif models .015-.017" ② Calif 10° BTDC