

# 1977 TUNE-UP SPECIFICATIONS

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No.
	Type	Gap	Make	Model	Int.	Exh.	Point Gap	Cam Angle	
<b>LUV</b> Pickup	NGK BPR6ES	.030"	Hitachi	DCP-340	.006"C	.010"C	.016-.022"	47-57°	22
<b>MAZDA</b> 808 1300 & GLC 808 1600 Rotary Engines	BP6ES	.029-.033"	Hitachi	DCG-360	.010"H	.012"H	① .018-.022"	49-55°	23
	BP6ES	.029-.033"	Nik-Strom	2-Bbl.	.012"H	.012"H	.018-.022"	49-55°	24
	B7ET	.041"	Zen-Strom	4-Bbl.	.....	.....	.018"	55-61°	25
<b>MERCEDES-BENZ</b> 230 280 Series 450 Series 6.9	Bosch W145T30	.028"	Zen-Strom	175CDTU	.004"C	.008"C	.018	46-53°	26
	W145T30	.028"	Bosch	Fuel Inj.	.004"C	.010"C	①	.....	27
	W145T30	.028"	Bosch	Fuel Inj.	②	②	①	.....	28
	W145T30	.028"	Bosch	Fuel Inj.	②	②	①	.....	29
<b>MG</b> Midget MGB	N-12Y	.025"	Zen-Strom	150CD4T	.010"C	.010"C	.014-.016"	46-56°	30
	N-9Y	.035"	Zen-Strom	175CD5T	.013"H	.013"H	.014-.016" ②	46-56°	31
<b>OPEL</b> 1.8	NGK BPR6ES	.030"	Nikki	2-Bbl.	.006"C	.010"C	.018"	47-57°	32
<b>PEUGEOT</b> 504 604	Champion N-7Y	.024"	Solex	32BICSA ①	②	.010"C	.016"	54-60°	33
	BN-9Y	.024"	Solex	34TBIA PEU ②	.004"C	.010"C	②	②	34
<b>PORSCHE</b> 911S Turbo Carrera 924	Bosch W235P21	.022"	Bosch	Fuel Inj.	.004"C	.004"C	.014"	35-41° ①	35
	W280P21	.028"	Bosch	Fuel Inj.	.004"C	.004"C	②	②	36
	W200T30	.030"	Bosch	Fuel Inj.	.009"H	.019"H	②	52-70° ②	37
<b>RENAULT</b> R-5 R-12 R-17GTL R-17 Gordini	Champion L87Y ①	.025-.028"	Weber	DIR32	.006"C	.008"C	.018"	55-59°	38
	N9Y	.025-.028"	Weber	32 DARA	.008"C	.010"C	.018"	54-60°	39
	N9Y	.025-.028"	Weber	32 DARA	.008"C	.010"C	.018"	54-60°	40
	N3	.025-.028"	Bosch	Fuel Inj.	.010"C	.012"C	.018"	54-60°	41
<b>SAAB</b> 99	Bosch W175T30	.026"	Bosch	Fuel Inj.	.009"H	.017"H	.016"	47-53°	42

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No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
22	6° BTDC	900	900	3400 <sup>①</sup>	②	① A/T 3200 RPM ② See Tune-Up Decal
23 24 25	10-12° BTDC <sup>②</sup> 12-14° BTDC <sup>③</sup> 5° BTDC <sup>④</sup>	700-750 800-850 <sup>⑤</sup> 725-775	600-650 800-850 <sup>⑥</sup> 725-775	..... ..... 3250 <sup>⑦</sup>	1.5-2.5% ..... Less .1%	① Electronic Ign. Air Gap .012-.014" ② Fed. 808 1300, 8.5-13.5° BTDC-GLC with M/T 6-8° BTDC ③ Calif. 7-9° BTDC ④ Calif. 650-700 RPM ⑤ RX-3SP, TDC ⑥ RX-3SP, 3600 RPM
26 27 28 29	10° BTDC TDC TDC TDC	..... ..... ..... .....	850 800 750 600	1800 ..... ..... .....	.4-2.0% .4-2.0% .2-2.0% <sup>③</sup> .2-2.0% <sup>③</sup>	① Electronic Ignition ② Hydraulic Lifters ③ Hi Alt. - .2-.12%
30 31	10° BTDC <sup>①</sup> 10° BTDC	800 850	800 850	..... .....	3% 4.5-6.5%	① Calif., 2° ATDC ② .010-.017" with CAT.
32	6° BTDC	875-925	.....	3200 <sup>①</sup>	.....	① ± 150 RPM. Auto. Trans. 3000 RPM
33 34	8° BTDC 10° BTDC	900 .....	900 900	1560 1475	1.5-2.5% 3-4%	① Primary Carb. Sec. Carb. is 34BICSA ② #1 & #4 .008"C #2 & #3 .004"C ③ Primary, Secondary 35 CEEI PEU (2-Bbl.) ④ Breakerless Ignition
35 36 37	TDC <sup>②</sup> 7° ATDC 10° ATDC <sup>④</sup>	900-1000 <sup>③</sup> 950-1050 850-1000 <sup>⑤</sup>	900-1000 <sup>⑥</sup> ..... 850-1000	..... ..... .....	1.5-3.0% 2.0-4.0% 1.0-2.0% <sup>⑦</sup>	① Marelli 34-40° ② Calif. 15° ATDC ③ Calif. 950-1050 RPM ④ Electronic Ignition ⑤ At 1500 RPM ⑥ 1977 1/2 Models, 3° ATDC ⑦ 1977 1/2 Federal 900-1000 ⑧ Federal. 1977 High Alt. .7-1.3%; Calif .7% Max. 1977 1/2 Calif .5-1.0%
38 39 40 41	TDC 7° BTDC 7° BTDC TDC	800-900 800-900 ..... 750-950	..... 600-700 600-700 .....	1900 <sup>②</sup> 1500 1500 .....	.5-3.0% .5-3.0% <sup>③</sup> .5-3.0% <sup>③</sup> 1.0-3.0%	① Calif. & High Alt. L92Y ② Calif. & High Alt. 1500 RPM ③ Calif. 1.0-1.4%
42	20° BTDC <sup>①</sup>	825-925	825-925	.....	.75-2.75% <sup>②</sup>	① At 2000 RPM ② Calif. .75%