

1978 TUNE-UP SPECIFICATIONS

CAR MODEL	SPARK PLUGS		CARBURETOR		VALVE CLEARANCE		DISTRIBUTOR		No.
	Type	Gap	Make & Model		Int.	Exh.	Point Gap	Cam Angle	
JAGUAR XJ6 XJ12 & XJS	Champion N12Y	.035"	Bosch/Lucas Fuel Inj. Bosch/Lucas Fuel Inj.		.013" C	.013" C	Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign.	26
	N10Y	.035"			.013" C	.013" C			27
LANCIA All Models	Champion N9Y	.025"	Weber	32 DATRA	.018" C	.020" C	.016"	52-58°	28
LUV Pickup	NGK BPR-6ES	.030"	Hitachi	DCP-340	.006" C	.010" C	.018"	47-57°	29
MAZDA GLC B1800 RX-4 & Cosmo	NGK BP-6ES	.031"	Hitachi	DCG-306	.010" H	.012" H	.020"Ⓢ	49-55°	30
	BP-6ES	.031"	Hitachi	DCJ-328	.012" H	.012" H	.020"	49-55°	31
	B6-ET	.041"	Hitachi	4-Bbl.	.....	.....	.018"	55-61°	32
MERCEDES-BENZ 230 240D 280 Series 300D, CD & SD 450 Series 6.9	Bosch W145T30	.032"	Stromberg	175CDTU	.004" C	.008" C	Ele. Ign.	Ele. Ign.	33
	.....	.....	Bosch	Diesel Inj.	.004" C	.012" C	.....	.....	34
	W145T30	.032"	Bosch	Fuel Inj.	.004" C	.010" C	Ele. Ign.	Ele. Ign.	35
	.....	.....	Bosch	Diesel Inj.	.004" C	.012" CⓈ	.....	.....	36
	W145T30	.032"	Bosch	Fuel Inj.	Hyd. Lifter	Hyd. Lifter	Ele. Ign.	Ele. Ign.	37
W145T30	.032"	Bosch	Fuel Inj.	Hyd. Lifter	Hyd. Lifter	Ele. Ign.	Ele. Ign.	38	
MG Midget MGB	Champion N12Y	.025"	Zen-Strom	150CD4T	.010" C	.010" C	Ele. Ign.	Ele. Ign.	39
	N9Y	.035"	Zen-Strom	175CD5T	.013" H	.013" H	Ele. Ign.	Ele. Ign.	40
OPEL 1.8	NGK BPR-6ES	.030"	Nikki	2-Bbl.	.006" C	.010" C	.018"	47-57°	41
PORSCHE 911SC 930 Turbo 924 928	Bosch W145T30	.031"	Bosch	Fuel Inj.	.004" C	.004" C	Ele. Ign.	Ele. Ign.	42
	W280P21	.024"	Bosch	Fuel Inj.	.004" C	.004" C	Ele. Ign.	Ele. Ign.	43
	W200T30	.028"	Bosch	Fuel Inj.	.004" C	.016" C	Ele. Ign.	Ele. Ign.	44
	W145T30	.030"	Bosch	Fuel Inj.	Hyd. Lifter	Hyd. Lifter	Ele. Ign.	Ele. Ign.	45
RENAULT R-5 R-17 Gordini	Champion L87YⓈ	.025"	Weber	32 DIR	.006" C	.008" C	.018"	55-59°	46
	N3Ⓢ	.025"	Bosch	Fuel Inj.	.010" C	.010" C	.018"	55-59°	47
SAAB 99 Turbo	NGK BP-6ES	.026"	Bosch	Fuel Inj.	.009" C	.017" C	Ele. Ign.	Ele. Ign.	48
	BP-6ES	.028"	Bosch	Fuel Inj.	.014"	.022"	Ele. Ign.	Ele. Ign.	49
SAPORO 1600 & 2000 2600	NGK BPR-6ES-11	.041"	Solex	28-32 DIDTAⓈ	.006" H	.010" H	.020"	49-55°	50
	BPR-6ES-11	.041"	Solex	30-32 DIDTA	.006" H	.010" H	.020"	49-55°	51
SUBARU 1600 & BRAT	NGK BP-6ES	.032"	Hitachi	DCJ-306	.010" C	.014" C	.018"Ⓢ	52°	52

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No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
26 27	4° BTDC 10° BTDC ^①	..... .....	800 750	..... .....	0.5-1.5% 1.0-2.0%	① - Calif. - 4° ATDC
28	TDC ^①	800-850	.....	1600	1.5-2.5%	① - 10° BTDC With Cat. Converter
29	6° BTDC	900	900	3400 ^①	.....	① - A/T - 3200 RPM
30 31 32	11° BTDC ^② 8° BTDC 5° ATDC ^③	700-750 700-750 725-775	600-650 725-775	3500 3500 3250	1.5-2.5% 1.5-2.5% 0.1% Max.	① - Fed. Models - Electronic Ignition ② - Fed. M/T - 7° BTDC ③ - Leading; Trailing - 25° ATDC
33 34 35 36 37 38	10° BTDC TDC TDC TDC	..... 650-750	850 650-750 800 650-750 ^② 750 600	1800	0.4-2.0% 0.4-2.0% 0.5-2.0% 0.5-2.0%	① - 300SD - .014" Cold ② - 300SD - 650-850 RPM
39 40	10° BTDC ^① 10° BTDC	700-900 750-950	..... .....	..... .....	3.0-7.0% ^② 4.5-6.5%	① - Calif. - 2° ATDC ② - Calif. - 0.5-6.5%
41	6° BTDC	875-925	875-925	3400 ^①	.....	① - M/T. Fed. A/T, 3200; Calif. A/T, 3000
42 43 44 45	5° BTDC 10° ATDC ^① 3° ATDC 31° BTDC ^③	900-1000 950-1050 900-1000 750-850	..... ..... 900-1000 .....	..... ..... ..... .....	1.5-3.5% 2.0-3.0% 0.5-1.0% ^② 2.0-4.0%	① - Calif. - 5° ATDC ② - Calif. - 0.8-1.2% ③ - At 3000 RPM
46 47	TDC 12° BTDC	750-850 750-950	..... 750-950	1900 ^②	0.5-3.0% 2.0%	① - Calif. & Hi Alt. - L92Y ② - Calif. & Hi Alt. - 1500 RPM ③ - Calif. - N7
48 49	20° BTDC ^① 19° BTDC ^①	825-925	825-925 .....	..... .....	0.5-2.0% ^②	① - At 2000 RPM ② - Calif. - 0.5-1.0%
50 51	5° BTDC ^② 7° BTDC ^③	600-700 650-750	650-750 700-800	2000 2000	0.1% Max. 0.1% Max.	① - 2000cc - 30-32 DIDTA ② - Hi Alt. - 10° BTDC ③ - Hi Alt. - 12° BTDC
52	8° BTDC	850 ^②	850 ^②	.....	1.0-2.0% ^③	① - Calif. - Electronic Ignition ② - Calif. - 900 RPM ③ - Calif. - 0.5-1.0%