

1979 TUNE-UP SPECIFICATIONS

CAR MODEL	SPARK PLUGS		FUEL SYSTEMS		VALVE CLEARANCE		DISTRIBUTOR		No.
	Type	Gap	Make & Model		Int.	Exh.	Point Gap	Cam Angle	
MAZDA GLC 626 B2000 RX7	NGK BP5ES BP5ES BP5ES B6ET	.031" .031" .031" .041"	Hitachi Nikki Nikki Hitachi	DCH306 2-Bbl. 2-Bbl. 4-Bbl.	.010"H .012"H .012"H.....	.012"H .012"H .012"H	Ele. Ign. Ele. Ign. Ele. Ign. .018"	Ele. Ign. Ele. Ign. Ele. Ign. 58°	28 29 30 31
MERCEDES-BENZ 280 Series 450 Series 6.9	Bosch W145T30 W145T30 W145T30	.032" .032" .032"	Bosch Bosch Bosch	Fuel Inj. Fuel Inj. Fuel Inj.	.004"C Hyd. Lifter Hyd. Lifter	.010"C Hyd. Lifter Hyd. Lifter	Ele. Ign. Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign. Ele. Ign.	32 33 34
MG Midget MGB	Champion N12Y N9Y	.025" .035"	Zen Strom Zen Strom	150CD4T 175CD5T	.010"C .013"H	.010"C .013"H	Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign.	35 36
OPEL 1800cc	NGK BPR6ES	.030"	Nikki	2-Bbl.	.006"C	.010"C	.018"	52°	37
PEUGEOT 504 604	Champion N288 BN9Y	.024" .024"	Solex Solex	32BICSA① 34TBIA②	.008"C③ .004"C	.010"C .010"C	Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign.	38 39
PORSCHE 911SC Turbo 924 928	Bosch W145T30 W280P21 W200T30 W145T30	.031" .024" .028" .030"	Bosch Bosch Bosch Bosch	Fuel Inj. Fuel Inj. Fuel Inj. Fuel Inj.	.004"C .004"C .008"C Hyd. Lifter	.004"C .004"C .008"C Hyd. Lifter	Ele. Ign. Ele. Ign. Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign. Ele. Ign. Ele. Ign.	40 41 42 43
RENAULT Le Car Gordini	Champion L87Y① N3②	.027"② .028"②	Weber Bosch	32DIR Fuel Inj.	.006"C .008"③	.008"C .010"③	.018" .018"	57° 57°	44 45
SAAB 99 900 Series 900 Turbo	NGK BP6ES BP6ES BP6ES	.026" .026" .026"	Bosch Bosch Bosch	Fuel Inj. Fuel Inj. Fuel Inj.	.009"C .009"C .009"C	.017"C .017"C .019"C	Ele. Ign. Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign. Ele. Ign.	46 47 48
SUBARU All Models Federal Calif.	NGK BP6ES BP6ES	.032" .032"	Hitachi Hitachi	DCJ306 DCJ306	.010"C .010"C	.014"C .014"C	Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign.	49 50
TOYOTA Corolla 1200cc Corolla 1600cc Celica, Corona & Pickup Cressida Supra Land Cruiser	NGK BP5EA-L BP5EA BP5EA-L② BPR5EA-L BPR5EA-L BP5EA	.031" .031" .031" .031" .031" .031"	Aisan Aisan Aisan Aisan Bosch Aisan	2-Bbl. 2-Bbl. 2-Bbl. 2-Bbl. Fuel Inj. 2-Bbl.	.008"H .008"H .008"H .011"H .011"H .008"H	.012"H .013"H .012"H .014"H .014"H .014"H	Ele. Ign. Ele. Ign. Ele. Ign. Ele. Ign. Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign. Ele. Ign. Ele. Ign. Ele. Ign. Ele. Ign.	51 52 53 54 55 56
TRIUMPH Spitfire TR7	Champion N12Y N12Y	.025" .025"	Zen Strom Zen Strom	150CD4T 175CDFEVX②	.010"C .008"C	.010"C .018"C	Ele. Ign. Ele. Ign.	Ele. Ign. Ele. Ign.	57 58

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No.	IGNITION TIMING	HOT IDLE RPM		FAST IDLE RPM	EXHAUST CO READING At Idle Speed	Remarks
		Man. Trans.	Auto. Trans.			
28	5° BTDC ^①	700	600	3500	2.0%	^① - 7° BTDC for Calif. ^② - Leading timing; 20° ATDC for trailing timing.
29	8° BTDC	700	600	3500	2.0%	
30	8° BTDC	650	.....	3500	3.0%
31	TDC ^②	750	750	3600	0.1% Max.	
32	TDC	800	0.4-2.0%	
33	TDC	.....	750	.....	0.5-2.0%
34	TDC	.....	600	.....	0.5-2.0%
35	10° BTDC ^①	800	3.0-7.0%	^① - 2° ATDC for Calif.
36	10° BTDC	850	.....	.....	4.5-6.5%
37	6° BTDC	900	900	2800 ^①	^① - 3000 RPM for A/T
38	8° BTDC	900	900	2100	1.5%	^① - Primary carb.; Sec. carb. is 34 BICSA. ^② - Primary carb.; Sec. carb. is 35 CEEI. ^③ - .004" for cylinders 2 and 3. ^④ - 3150 RPM for A/T.
39	10° BTDC	900	900	3350 ^②	2.5%	
40	5° BTDC	950	1.5-3.5%	^① - 5° ATDC for Calif. ^② - 0.8-1.2% for Calif. ^③ - At 3000 RPM.
41	10° ATDC ^①	1000	.....	.....	2.0-3.0%
42	3° ATDC	950	950	.....	0.7-1.1% ^②
43	31° BTDC ^③	800	800	.....	2.0-4.0%
44	TDC	800-900	0.5-3.0%	^① - L92Y with Cat. Converter. ^② - .024" with Cat. Converter ^③ - N7Y for Calif. ^④ - Hot or Cold.
45	TDC	850	.....	.....	.....
46	20° BTDC ^①	875	875	0.5-1.0% ^②	^① - At 2000 RPM. ^② - 0.75% with oxygen sensor disconnected for Calif. ^③ - With oxygen sensor disconnected.
47	20° BTDC ^①	875	875	.....	0.5-1.0% ^②
48	20° BTDC ^①	875	.....	.....	0.75% ^③
49	8° BTDC	800	800	0.5-2.5%	^① - 1.0-3.0% for A/T.
50	8° BTDC	900	900	.....	2.0-4.0% ^①
51	8° BTDC	750	^① - 3000 RPM for Calif. ^② - BPR5EA-L for Celica. ^③ - 8° BTDC for Calif.
52	10° BTDC	850	850	3200 ^①	.....
53	8° BTDC	800	850	2400	.....
54	10° BTDC ^③	750	2500	
55	12° BTDC	800	800	.....	.....
56	7° BTDC	800	.....	1800	.....
57	10° BTDC ^①	800	3.0-7.0%	^① - 2° ATDC for Calif. ^② - Dual carburetors.
58	10° BTDC ^①	800	.....	800	3.0-7.0%