TUNE-UP

Courier

ENGINE IDENTIFICATION

The engine identification number is stamped on right side of engine block below distributor and on model identification plate attached to body at right rear corner of engine compartment. Engine model code is the fourth character of identification number.

Application	Code
2000 cc	C
2300 cc	B

MODEL IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

Vehicle identification number is stamped on model identification plate which is attached to body at right rear corner of engine compartment.

COMPRESSION PRESSURE

Check compression pressure with engine at normal operating temperature, all spark plugs removed, throttle valve wide open and engine at cranking speed. Compression pressure is within specifications if lowest reading cylinder is more than 75% of highest.

VALVE TAPPET CLEARANCE

NOTE – *2300 cc engines are equipped with hydraulic valve lifters which require no adjustment during engine tune-up.*

Application	Clearance
2000 cc	
Intake & Exhaust	①.012" (.3 mm)

① – Adjust with engine off and at normal operating temperature.

VALVE ARRANGEMENT

2000 cc
Right Side – All Exhaust
Left Side – All Intake
2300 cc – E-I-E-I-E-I-E-I

SPARK PLUGS

Application	Gap In. (mm)	Torque Ft. Lbs. (mkg)
All Models	.029-.033 (.7-.8)	10-16 (1.4-2.2)

Spark Plug Type

Application	NGK No.
2000 cc	BPR5ES
2300 cc	BPR5EFS

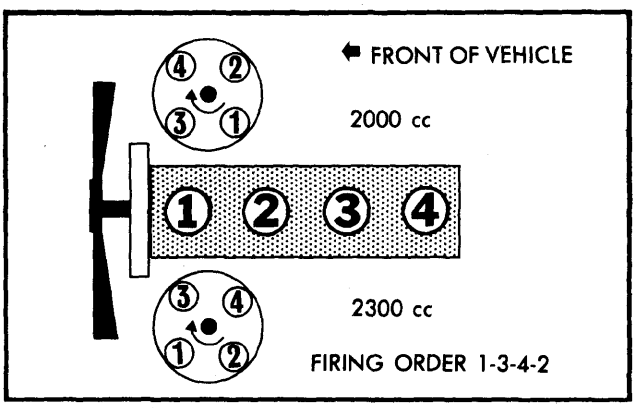

Fig. 1 Distributor Rotation and Firing Order

DISTRIBUTOR

All models are equipped with breakerless, electronic ignition systems.

Armature Tooth-to-Magnetic Pickup Gap	.008-.024" (.2-.6 mm)

HIGH TENSION WIRE RESISTANCE

Carefully remove ends of wire from spark plug and distributor. Using an ohmmeter, check resistance of wire while gently twisting wire. If resistance exceeds 570 ohms per inch of wire or fluctuates from infinity to any value, replace wire.

IGNITION TIMING

Check or adjust ignition timing with engine at normal operating temperature, at correct idle speed, and with distributor vacuum advance line disconnected and plugged.

Ignition Timing Specifications

Application	Timing
2000 cc	8°BTDC
2300 cc	6°BTDC

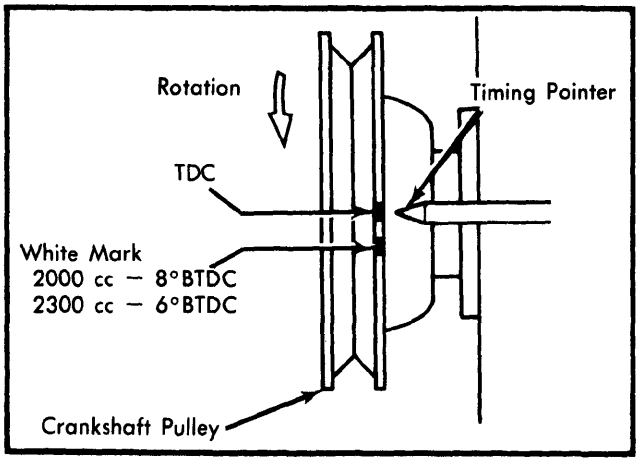

Fig. 2 Ignition Timing Mark Locations

TUNE-UP (Cont.)

IDLE SPEED & MIXTURE

1) With engine at normal operating temperature and automatic transmission in "D", connect a tachometer and detach purge hose between canister and air cleaner. Adjust curb idle RPM to specifications using curb idle adjusting screw.

2) Stop engine. Disconnect hose between air pump and check valve at check valve, and plug check valve port. Start engine and turn idle mixture adjusting screw in or out to obtain specified CO level.

3) Reconnect hoses. Recheck idle speed and readjust if necessary.

Idle Speed & CO Level

Application	RPM	①CO%
2000 cc	600-700	2.0-4.0
2300 cc		
Man. Trans.	750-850	3.0-5.0
Auto. Trans.	②650-750	3.0-5.0

① — With air injection disconnected.
② — Transmission in "D".

COLD (FAST) IDLE RPM

With choke valve fully closed, position fast idle screw on highest step of fast idle cam. Measure clearance between lower edge of throttle valve and wall of throttle bore. If clearance is not within specifications, adjust by turning screw clockwise to increase clearance, counterclockwise to decrease clearance.

Fast Idle Specifications

Application	Clearance
2000 cc	.055" (1.4 mm)
2300 cc	.062" (1.6 mm)

DASHPOT ADJUSTMENT

NOTE — *Engine idle speed and carburetor mixture must be properly set before dashpot is adjusted.*

1) With engine at normal operating temperature, remove air cleaner and attach a tachometer to engine. With engine running, move throttle lever until it contacts dashpot rod. Engine speed should be within specifications.

2) If engine speed is not within specifications, loosen dashpot lock nut. Hold throttle lever to maintain correct engine speed, then turn dashpot until dashpot rod contacts throttle lever. Tighten lock nut and recheck dashpot adjustment.

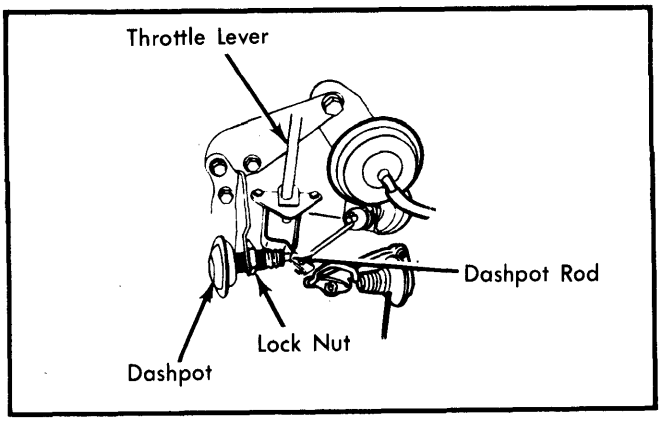

Fig. 3 Adjusting Dashpot

Dashpot Adjustment Specifications

Application	RPM
Federal	2400-2600
Calif.	2100-2300

FUEL PUMP PRESSURE & VOLUME

Pressure	2.8-3.6 psi (.20-.25 kg/cm²)
Volume	1 pt. in 30 sec.

EXHAUST EMISSION SYSTEMS

See EXHAUST EMISSION SYSTEMS section.

GENERAL SERVICING

IGNITION

DISTRIBUTOR

All models are equipped with Mitsubishi breakerless, electronic ignition system.

Other Data & Specifications – *See Tune-Up article and appropriate article in DISTRIBUTORS & IGNITION SYSTEMS section.*

IGNITION COIL

Coil Resistance (Ohms)

Application	Primary	Secondary
All Models	0.9	7,000

FUEL SYSTEMS

CARBURETORS

Application	Model
2000 cc	Nikki 2-Bbl.
2300 cc	Hitachi DCS 328 2-Bbl.

Other Data & Specifications — *See Tune-Up and Hitachi or Nikki Carburetors in FUEL SYSTEMS Section.*

GENERAL SERVICING (Cont.)

ELECTRICAL

BATTERY

Application	Amp. Hr. Rating
All Models	
Standard	45
Optional	70

STARTER

Nippondenso solenoid-actuated with overrunning clutch.

Application	Volts	Amps.	Test RPM
All Models	11	50	5000

ALTERNATOR

All models are equipped with Mitsubishi alternators.

Application	Rated Amp. Output
All Models	35

ALTERNATOR REGULATOR

All models are equipped with externally mounted Mitsubishi regulators having an operating voltage of 14.5-15.8 volts.

FILTERS

Filter	Service Interval (Miles)
Oil Filter	Replace every 7500
Air Filter	①Replace every 30,000
Fuel Filter	Replace every 15,000
PCV Valve	②Replace every 30,000

① — Inspect and clean every 15,000 miles.
② — 2300 cc engine models only.

BELT ADJUSTMENT

Application	①Deflection New Belt	①Deflection Used Belt
2000 cc		
Alternator	0.3-0.4" (8-10 mm)	0.5-0.6" (13-15 mm)
Air Pump	0.4-0.6" (10-15 mm)	0.6-0.7" (15-18 mm)
2300 cc		
Alternator	0.4-0.45" (10-11 mm)	0.45-0.5" (11-13 mm)
Air Pump	0.6-0.7" (15-18 mm)	0.8-0.9" (20-23 mm)

① — Deflection is with 22 lbs. (10 kg) pressure applied midway on longest belt run.

CAPACITIES

Application	Quantity
Crankcase (Includes Filter)	
2000 cc	4.7 qts.
2300 cc	5.0 qts.
Cooling System	
2000 cc	7.6 qts.
2300 cc	8.8 qts.
Man. Trans.(SAE 90 with EP)	
4-Speed	1.5 qts.
5-Speed	1.8 qts.
Auto. Trans. (Type F Trans. Fluid)	6.6 qts.
Rear Axle (Hypoid Gear Lubricant)	2.8 pts.
Fuel Tank	
Standard	15.0 gals.
Optional	17.5 gals.