

1982 Tune-Up Specifications

MODEL	SPARK PLUGS		FUEL SYSTEM	VALVE CLEARANCE		DISTRIBUTOR	No.
	Type	Gap		Intake	Exhaust		
AUDI	Bosch						
4000							
4-Cylinder	W7D ¹	.028"	Bosch CIS Fuel Inj.	.010" H	.018" H	Bosch	1
5-Cylinder	W7D ¹	.028"	Bosch CIS Fuel Inj.	.010" H	.018" H	Bosch	2
5000	W7D ¹	.028"	Bosch CIS Fuel Inj.	.010" H	.018" H	Bosch	3
5000 Turbo	WR7DS	.028"	Bosch CIS Fuel Inj.	.010" H	.018" H	Bosch	4
Quattro	WR5DS	.028"	Bosch CIS Fuel Inj.	.010" H	.018" H	Bosch	5
BMW	Bosch						
320i	WR9DS	.024"	Bosch CIS Fuel Inj.	.007" C	.007" C	Bosch	6
528e	WR9LS	.026"	Bosch AFC Fuel Inj. ²	.011" C	.011" C	Bosch ²	7
633CSi & 733i	WR9DS	.026"	Bosch AFC Fuel Inj. ²	.011" C	.011" C	Bosch ²	8
CHRYSLER CORP. IMPORTS	NGK						
1400 cc	BPR-6ES11	.041"	Solex 28-32 DIDTA	.006" H ¹	.010" H	Mitsubishi	9
1600 cc	BPR-6ES11	.041"	Solex 28-32 DIDTA	.006" H ¹	.010" H	Mitsubishi	10
2000 cc	BPR-6ES11	.041"	Solex 32-35 DIDTA	.006" H ¹	.010" H	Mitsubishi	11
2600 cc	BPR-5ES11	.041"	Solex 32-35 DIDTA ⁴	.006" H ¹	.010" H	Mitsubishi	12
COURIER	NGK						
2000 cc	BPR-5ES	.031"	Nikki 2-Bbl.	.012" H	.012" H	Mitsubishi	13
2300 cc	BPR-5EFS	.034"	Hitachi DCS 328 2-Bbl.	Hyd.	Hyd.	Mitsubishi	14
DATSUN/NISSAN	NGK						
Maxima	BPR-6ES11	.041"	Bosch AFC Fuel Inj.	.010" H	.012" H	Hitachi	15
Pickup	BPR-6ES ³	.033"	Hitachi DCR 342	.012" H	.012" H	Hitachi	16
Sentra							
MPG	BPR-5ES11	.041"	Hitachi DCR 306	.011" H	.011" H	Hitachi	17
Exc. MPG	BPR-5ES11	.041"	Hitachi DCR 306	.011" H	.011" H	Hitachi	18
Stanza	BPR-6ES11 ⁶	.041"	Hitachi DCR 342	.012" H	.012" H	Hitachi	19
200SX	BPR-6ES ³	.033"	Bosch AFC Fuel Inj.	.012" H	.012" H	Hitachi	20
210	BPR-5ES11	.041"	Hitachi DCR 306	.014" H	.014" H	Hitachi	21
280ZX	BPR-6ES11	.041"	Bosch AFC Fuel Inj.	.010" H	.012" H	Hitachi	22
280ZX Turbo	BPR-6ES11	.041"	Bosch AFC Fuel Inj.	.010" H	.012" H	Hitachi	23
310	BPR-5ES11	.041"	Hitachi DCR 306	.011" H	.011" H	Hitachi	24
FIAT	Champion						
Spider 2000	RN9Y	.029"	Bosch AFC Fuel Inj.	.019" C	.021" C	Marelli	25
X 1/9	RN9Y	.029"	Bosch AFC Fuel Inj.	.014" C	.018" C	Marelli	26
HONDA	NGK						
Accord & Prelude	BR-6EBL11	.041"	Keihin 2-Bbl.	.006" C ¹	.011" C	Hitachi ²	27
Civic							
1300 cc	BR-6EB11	.041"	Keihin 2-Bbl.	.006" C ¹	.008" C	Hitachi	28
1500 cc	BR-6EB11	.041"	Keihin 2-Bbl.	.006" C ¹	.008" C	Hitachi	29
ISUZU	NGK						
I-Mark	BPR-6ES11	.040"	Hitachi DCH 340	.006" C	.010" C	Nippondenso	30
P'UP	BPR-6ES11	.040"	Hitachi DCH 340	.006" C	.010" C	Nippondenso	31
JAGUAR	Champion						
XJ6	N12Y	.035"	Bosch AFC Fuel Inj.	.013" C	.013" C	Lucas	32
XJS	BN5	.025"	Lucas DFI ²	.011" C	.011" C	Lucas	33
LUV	NGK						
Pickup	BPR-6ES11	.040"	Hitachi DCH 340	.006" C	.010" C	Nippondenso	34

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No.	IGNITION TIMING At Idle	HOT IDLE SPEED		FAST IDLE RPM	EXHAUST CO READING At Idle	Remarks
		Man.	Auto.			
1	3° ATDC	850-1000	850-1000	0.3-1.2%	¹ — WR7DS on Calif. models. ² — At 3000 RPM. ³ — Electronically controlled.
2	3° ATDC	800-1000	800-1000	.....	0.4-1.2%
3	3° ATDC	850-1000	850-1000	.....	0.4-1.2%
4	21° ATDC ²	880-1000	880-1000	.....	0.4-1.2%
5	6° BTDC ³	790-910	.....	.....	0.3-1.2%
6	25° BTDC ¹	850	950	0.2-1.2%	¹ — Timing at 2500 RPM. ² — Part of Motronic system. ³ — ISC controlled.
7	²	³	³	³	0.2-1.2%	
8	²	³	³	³	0.2-1.2%	
9	5° BTDC	650 ²	0.5% ³	¹ — Set jet valves to .006" H. ² — 4 x 2 transaxle is 700 RPM. ³ — Air injection disconnected. ⁴ — Challenger & Sapporo use Solex 30-35 DIDTA.
10	5° BTDC	700	750	.....	0.5% ³
11	5° BTDC	750	750	.....	0.5% ³
12	7° BTDC	750	800	.....	0.5% ³
13	8° BTDC	650	650	1.0% ¹	¹ — Air injection disconnected. ² — Transmission in "D".
14	6° BTDC	850	700 ²	.....	3.5% ¹
15	8° BTDC ¹	700	650	5.0% ²	¹ — Transmission in "D". ² — Less than. ³ — Uses BPR-5ES on exhaust side. ⁴ — 4-WD Models — 800 RPM. ⁵ — Man. Trans. — 2° BTDC. ⁶ — Uses BPR-5ES11 on exhaust side. ⁷ — 1.2L engine — 7° BTDC. ⁸ — 1.2L engine — 700 RPM; 1.4L engine — 650 RPM. ⁹ — Auto. Trans. — 2600-3500 RPM.
16	3° BTDC ¹	650 ⁴	650 ⁴	.....	5.0% ²
17	2° BTDC ¹	700	.....	2300-3200	4.0% ²
18	6° BTDC ^{1 5}	750	650	2300-3200	4.0% ²	
19	TDC ¹	650	.....	.....	5.0% ²
20	8° BTDC ¹	750	700	.....	6.0% ²
21	5° BTDC ^{1 7}	700 ⁸	650 ⁸	2300-3200 ⁹	4.0% ²	
22	8° BTDC ¹	700	700	.....	5.0% ²
23	20° BTDC ¹	650	650	.....	5.0% ²
24	2° BTDC ¹	750	.....	2300-3200	4.0% ²
25	10° BTDC	850	750 ¹	0.5-0.9%		^{1} — Transmission in "D".
26	10° BTDC	850	750 ¹	.....	0.5-0.9%
27	16° BTDC ³	750	700 ⁴	2500	0-0.1%	¹ — Set aux. valves to .006" C. ² — Some may use Toyo Denso. ³ — Calif. Man. Trans. — 12° BTDC. ⁴ — Transmission in "D".
28	20° BTDC	700	700 ⁴	3000	0-0.1%	
29	18° BTDC	700	700 ⁴	3000	0-0.1%	
30	6° BTDC	900	900	3200	¹ — Federal models — 850 RPM.
31	6° BTDC	900 ¹	900	3200	.....
32	8° BTDC	800	0.5-1.5% ¹	¹ — Oxygen sensor disconnected. ² — DFI is Digital Fuel Injection. ³ — Vac. hose disconnected at 3000 RPM.
33	26° BTDC ³	.....	750	.....	1.0-2.0%
34	6° BTDC	800 ¹	900	3200	¹ — Calif. Man. Trans. — 900 RPM.