

1982 Tune-Up Specifications

TUNE-UP SPECIFICATIONS

| CAR MODEL | SPARK PLUGS | | FUEL SYSTEM | VALVE CLEARANCE | | DISTRIBUTOR | No. |
|----------------------|------------------------|--------------------|----------------------------------|-----------------|---------|--------------------------|-----|
| | Type | Gap | | Intake | Exhaust | | |
| MAZDA | NGK | | | | | | |
| B2000 | BPR-5ES | .031" | Nikki 2-Bbl. | .012" H | .012" H | Mitsubishi | 35 |
| GLC | BPR-5ES | .031" | Hitachi 2-Bbl. | .010" H | .012" H | Mitsubishi | 36 |
| RX7 | BR-8EQ14 | .055" | Hitachi 4-Bbl. | ..... | ..... | Mitsubishi | 37 |
| 626 | BPR-5ES | .031" | Nikki 2-Bbl. | .012" H | .012" H | Mitsubishi | 38 |
| MERCEDES-BENZ | Bosch | | | | | | |
| 380 Series | W9D | .032" | Bosch CIS Fuel Inj. | Hyd. | Hyd. | Bosch | 39 |
| PEUGEOT | Bosch | | | | | | |
| 505 | WR7DS | .024" | Bosch CIS Fuel Inj. | .004" C | .010" C | Ducellier | 40 |
| PORSCHE | Bosch | | | | | | |
| 911SC | W5D | .028" | Bosch CIS Fuel Inj. | .004" C | .004" C | Bosch | 41 |
| 924 | WR6DS | .028" | Bosch CIS Fuel Inj. | .008" H | .018" H | Bosch | 42 |
| 924 Turbo | WR6DS | .028" | Bosch CIS Fuel Inj. | .008" H | .018" H | Bosch | 43 |
| 928 | WR8DS | .028" | Bosch AFC Fuel Inj. | Hyd. | Hyd. | Bosch | 44 |
| 944 | WR8DS | .028" | Bosch AFC Fuel Inj. | Hyd. | Hyd. | Bosch | 45 |
| RENAULT | Bosch | | | | | | |
| Fuego | WR7DS ¹ | .024" ² | Bosch AFC Fuel Inj. | .008" C | .010" C | Ducellier | 46 |
| LeCar | WD9DS ³ | .024" | Weber 32 DIR | .006" C | .008" C | Ducellier | 47 |
| 18i | WR7DS | .024" | Bosch AFC Fuel Inj. | .008" C | .010" C | Ducellier | 48 |
| SAAB | Bosch | | | | | | |
| 900 | W-175-T30 | .026" | Bosch CIS Fuel Inj. | .009" C | .017" C | Bosch | 49 |
| 900 Turbo | W-175-T30 | .026" | Bosch CIS Fuel Inj. | .009" C | .018" C | Bosch | 50 |
| SUBARU | NGK | | | | | | |
| 1.6L | BPR-6ES11 | .041" | Hitachi DCP 306 | .010" C | .014" C | Nippondenso ¹ | 51 |
| 1.8L | BPR-6ES11 | .041" | Hitachi DCP 306 ² | .010" C | .014" C | Nippondenso ¹ | 52 |
| TOYOTA | NGK | | | | | | |
| Celica | BPR-5EA-L | .031" | Aisan 2-Bbl. | .008" H | .012" H | Nippondenso | 53 |
| Corolla | BPR-5EA-L ² | .043" | Aisan 2-Bbl. | .008" H | .013" H | Nippondenso | 54 |
| Corona | BPR-5EAL | .031" | Aisan 2-Bbl. | .008" H | .012" H | Nippondenso | 55 |
| Cressida | BPR-5EY | .031" | Bosch AFC Fuel Inj. | .011" H | .014" H | Nippondenso | 56 |
| Land Cruiser | BPR-4EY | .031" | Aisan 2-Bbl. | .008" H | .014" H | Nippondenso | 57 |
| Pickup | BPR-5EY | .031" | Aisan 2-Bbl. | .008" H | .012" H | Nippondenso | 58 |
| Starlet | BPR5EAL11 ⁶ | .043" | Aisan 2-Bbl. | .008" H | .012" H | Nippondenso | 59 |
| Supra | BPR-5EY | .031" ⁷ | Bosch AFC Fuel Inj. | Hyd. | Hyd. | Nippondenso | 60 |
| Tercel | BPR5EAL11 | .043" | Aisan 2-Bbl. | .008" H | .012" H | Nippondenso | 61 |
| VOLKSWAGEN | Bosch | | | | | | |
| Jetta | W7D ¹ | .028" | Bosch CIS Fuel Inj. | .009" H | .018" H | Bosch | 62 |
| Quantum | W7D ¹ | .028" | Bosch CIS Fuel Inj. | .009" H | .018" H | Bosch | 63 |
| Rabbit & Pickup | W7D ¹ | .028" | Bosch CIS Fuel Inj. ² | .009" H | .018" H | Bosch | 64 |
| Scirocco | W7D ¹ | .028" | Bosch CIS Fuel Inj. | .009" H | .018" H | Bosch | 65 |
| Vanagon | W8C0 | .028" | Bosch AFC Fuel Inj. | Hyd. | Hyd. | Bosch | 66 |
| VOLVO | Bosch | | | | | | |
| 4-Cylinder | WR7DS | .030" | Bosch CIS Fuel Inj. ¹ | .015" C | .015" C | Bosch | 67 |
| V6 | HR6DS | .030" | Bosch CIS Fuel Inj. | .005" C | .011" C | Bosch | 68 |

1982 Tune-Up Specifications

TUNE-UP SPECIFICATIONS (Cont.)

| No. | IGNITION TIMING At Idle | HOT IDLE SPEED | | FAST IDLE RPM | EXHAUST CO READING At Idle | Remarks | |
|-----|-------------------------|------------------|----------------------|-------------------|----------------------------|---|---|
| | | Man. | Auto. | | | | |
| 35 | 8° BTDC | 650 | | | | ¹ — Wagon — 800 RPM. ² — Trailing timing is 20° ATDC. ³ — Transmission in "D". | |
| 36 | 8° BTDC | 850 ¹ | 750 | ..... | ..... |  |  |
| 37 | TDC ² | 750 | 750 ³ | ..... | ..... |  |  |
| 38 | 5° BTDC | 650 | 650 | ..... | ..... |  |  |
| 39 | 5° BTDC | | 500 | | | | |
| 40 | 8° BTDC | 800-850 | 800-850 ¹ | 1525 | 0.3-1.3% ² | ¹ — Transmission in neutral. ² — With air injection disconnected. | |
| 41 | 5° BTDC ¹ | 850-900 | | | 0.4-0.8% ² | ¹ — Vacuum hoses disconnected. ² — Oxygen sensors disconnected. ³ — Vacuum hoses connected. ⁴ — At 3000 RPM. ⁵ — Electronically controlled. | |
| 42 | TDC ³ | 900-1000 | 900-1000 | ..... | 0.6-1.0% ² | | |
| 43 | 8° BTDC ³ | 900 | ..... | ..... | 0.5-1.0% ² | | |
| 44 | 23° BTDC ^{1 4} | 700-800 | 700-800 | ..... | 0.4-0.8% ² | | |
| 45 | ⁴ | 850-950 | 850-950 | ..... | 0.4-0.8% ² | | |
| 46 | 10° BTDC | 800 | 650 | | | ¹ — Turbo models — Champion RN3G. ² — Turbo — .026" ³ — Federal Models — Champion RN12Y. ⁴ — Fed. only. Air injection disc. | |
| 47 | 3° BTDC | 750 | ..... | ..... | 0.5-2.0% ⁴ | | |
| 48 | 10° BTDC | 800 | 650 | ..... | ..... |  |  |
| 49 | 20° BTDC ¹ | 875 | 875 | | 0.5-1.5% | ¹ — Vacuum hoses disconnected; engine at 2000 RPM. | |
| 50 | 20° BTDC ¹ | 875 | 875 | ..... | 0.5-1.5% | | |
| 51 | 8° BTDC | 700 | 800 | | | ¹ — 4-WD models use Hitachi. ² — Some 4-WD Man. Trans. models use Carter-Weber TYF 1-Bbl. | |
| 52 | 8° BTDC | 700 | 800 | ..... | ..... |  |  |
| 53 | 8° BTDC ¹ | 700 | 750 | 2600 | | ¹ — All ignition timing set at 950 RPM. ² — Fed. — Nippon J16AR-V11. ³ — Auto. Trans. — 3200 RPM. Power steering — 200 RPM lower. ⁴ — Calif. models — 700 RPM. ⁵ — 5-Spd. Man. Trans. — 650 RPM. ⁶ — Calif. — BPR5EA-L. ⁷ — Calif. — .031". | |
| 54 | 7° BTDC ¹ | 650 | 750 | 3400 ³ | ..... |  |  |
| 55 | 8° BTDC ¹ | 700 | 750 | 2600 | ..... |  |  |
| 56 | 8° BTDC ¹ | 800 | 800 | ..... | ..... |  |  |
| 57 | 7° BTDC ¹ | 650 | 650 | 1800 | ..... |  |  |
| 58 | 8° BTDC ¹ | 700 | 750 | 2600 | ..... |  |  |
| 59 | 8° BTDC ¹ | 550 ⁴ | 550 ⁴ | 3500 | ..... |  |  |
| 60 | 8° BTDC ¹ | 800 | 800 | ..... | ..... |  |  |
| 61 | 5° BTDC ¹ | 550 ⁵ | 800 | 3600 | ..... |  |  |
| 62 | 3° ATDC | 850-1000 | 850-1000 | | 0.3-1.2% | | ¹ — Calif. models — WR7DS. ² — Some Rabbit models use Carter-Weber TYF 1-Bbl. ³ — Carb. models — 7.5° BTDC. ⁴ — Calif. models — 5° ATDC. ⁵ — Calif. models — 0.3-1.1%. |
| 63 | 3° ATDC | 850-1000 | 850-1000 | ..... | 0.4-1.2% | | |
| 64 | 3° ATDC ³ | 850-1000 | 850-1000 | 3000 | 0.3-1.2% | | |
| 65 | 3° ATDC | 850-1000 | 850-1000 | ..... | 0.3-1.2% | | |
| 66 | 7.5° BTDC ⁴ | 850-950 | 850-950 | ..... | 0.5-1.5% ⁵ | | |
| 67 | 12° BTDC | 750 ² | 750 ² | | 0.7-1.3% ³ | ¹ — Some non-Turbo use Bosch LH-Jetronic Fuel Inj. ² — Turbo models — 900 RPM. ³ — Jetronic models — 0.4-0.8%. | |
| 68 | 10° BTDC | 900 | 900 | ..... | 0.7-1.3% | | |