

Testing and adjusting data

A. Standard version

Engine	Ignition distributor Bosch no.	Adjusting value ¹⁾ of firing point without vacuum 3000/min	Test value ignition timing with/without vacuum			Vacuum adjustment after		Installation value of ignition distributor at starting speed without vacuum
			idle with	1500/min without	3000/min without	"retard" at idle	"advance" at 3000/min	
116	0 237 404 003	30 ²⁾	TDC ± 3°	15-19°	30°	8-12°	8-12°	10° BTDC
117	0 237 404 002		TDC ± 3°	14-22°	30°	8-12°	8-12°	8° BTDC
	0 237 404 006		TDC ± 3°	14-22°	30°	8-12°	8-12°	10° BTDC

1) If normally compressed engines are operating with fuel under 98 RON (min. 88 MON) adjust firing point in direction of "retard" and match to octane rating of fuel used. A reference value for this adjustment is: Set firing point back by 1-2° crank angle per 1 RON. Max. setback should not exceed 6° crank angle.

Attention!

Taking firing point back is considered an "emergency measure". Reduced input and increased fuel consumption will result. In addition, the engine cannot be fully loaded. **As soon as fuel with specified octane number is available, set engine to full advance.**

2) For ignition timing, pull off both vacuum lines for ignition adjustment. Switch off air conditioning system, automatic transmission in position "N" or "P".

B. National version (AUS) (J) (S) (USA)

Engine	Ignition distributor Bosch no.	Adjusting value of firing point with vacuum at idle	Test value ignition timing without vacuum		Vacuum adjustment after		Installation value of ignition distributor at starting speed without vacuum
			1500/min	3500/min	"retard" at idle	"advance" at 3000/min	

(AUS) 1977

Identification: Silver information plate on cross member in front of radiator

117	0 237 405 001	TDC	9-16°	27-33°	6-10°	8-12°	7° BTDC
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(AUS) starting 1978

117	0 237 405 002	TDC	9-17°	26-34°	6-10°	8-12°	8° BTDC
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(AUS) 1980

117	0 237 405 008	TDC	9-17°	26-34°	6-10°	8-12°	8° BTDC
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(J) starting 1976

Identification: Information plate on cross member in front of radiator in Japanese language

117	0 237 405 001	TDC	9-16°	27-33°	6-10°	8-12°	7° BTDC
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Ⓝ 1980

Identification: Information plate on cross member in front of radiator in Japanese language

117	0 237 405 006	TDC	9–16°	27–33°	6–10°	8–12°	7° BTDC
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Ⓢ 1976/77

Identification: Blue information plate in Swedish language on cross member in front of radiator

117	0 237 405 001	TDC	9–16°	27–33°	6–10°	8–12°	7° BTDC
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Ⓢ 1978/79

117	0 237 405 002	TDC	9–16°	27–33°	6–10°	8–12°	8° BTDC
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Ⓢ 1980

117	0 237 405 008	TDC	9–16°	27–33°	6–10°	8–12°	8° BTDC
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ⓊSA 1976/77

Information plate in English language on cross member in front of radiator

Identification: 1976 black or green
1977 Federal black, California yellow, Federal high altitudes red

117	0 237 405 002	TDC	9–16°	27–33°	6–10°	8–12°	7° BTDC
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ⓊSA 1978/79

Identification: Federal black, California yellow

117	0 237 405 002	TDC	9–16°	27–33°	6–10°	8–12°	7° BTDC
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ⓊSA 1980

Identification: Black information plate in English language on cross member in front of radiator

117	0 237 405 011, 0 237 405 012 ²⁾	5° BTDC ¹⁾	7–13°	22–28°	9–11°	8–12°	5° BTDC
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1) Adjustment at operating temperature of engine. Vacuum retard adjustment is switched off above 50 °C engine temperature.

2) Starting February 1980.

Conventional tools

Revolution counter (speedometer), stroboscope

Digital tester

Bosch, MOT 001.03

Checking and adjusting

Note: On standard version, pull off both vacuum lines for ignition adjustment when adjusting firing point. After adjusting firing point, check specified firing point at idle with vacuum.

1 Check firing point with stroboscope or digital tester at specified speed with or without vacuum.

2 Loosen ignition distributor attachment, if applicable, and set adjusting value of firing point by turning ignition distributor.

Screw down ignition distributor and check firing point once again.

3 Check centrifugal and vacuum adjustment of ignition distributor. For this purpose, run through specified test values with or without vacuum adjustment.

