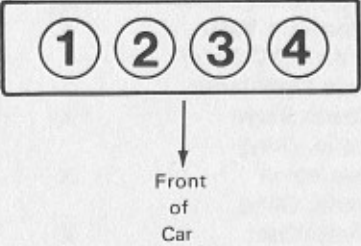


ENGINE			CHARGING SYSTEM BOSCH or MOTOROLA			FUEL SYSTEM BOSCH - FUEL INJECTION																										
			<table border="0"> <tr> <td><b>Application</b></td> <td colspan="2"><b>Rated Output</b></td> </tr> <tr> <td>Standard</td> <td colspan="2">55A</td> </tr> <tr> <td>W/AC</td> <td colspan="2">65A</td> </tr> <tr> <td>Operating Voltage</td> <td colspan="2">12.5-14.5V</td> </tr> </table>			<b>Application</b>	<b>Rated Output</b>		Standard	55A		W/AC	65A		Operating Voltage	12.5-14.5V		<table border="0"> <tr> <td></td> <td><b>Man. Trans.</b></td> <td><b>Auto. Trans.</b></td> </tr> <tr> <td>Federal.</td> <td></td> <td></td> </tr> <tr> <td>Calif.</td> <td></td> <td></td> </tr> <tr> <td>High Alt.</td> <td></td> <td></td> </tr> </table>				<b>Man. Trans.</b>	<b>Auto. Trans.</b>	Federal.			Calif.			High Alt.		
<b>Application</b>	<b>Rated Output</b>																															
Standard	55A																															
W/AC	65A																															
Operating Voltage	12.5-14.5V																															
	<b>Man. Trans.</b>	<b>Auto. Trans.</b>																														
Federal.																																
Calif.																																
High Alt.																																
<p>Front of Car</p>			<b>IGNITION SYSTEM</b> BOSCH			<b>IDLE SPEED</b>																										
<table border="0"> <tr> <td><b>Engine Code</b></td> <td colspan="2"><b>Tune Up Label</b></td> </tr> <tr> <td>EH</td> <td colspan="2"></td> </tr> </table>			<b>Engine Code</b>	<b>Tune Up Label</b>		EH			<b>SPARK PLUGS</b>			<table border="0"> <tr> <td>Man. Trans.</td> <td colspan="2">850-1000</td> </tr> <tr> <td>Auto. Trans.</td> <td colspan="2">850-1000</td> </tr> </table>			Man. Trans.	850-1000		Auto. Trans.	850-1000													
<b>Engine Code</b>	<b>Tune Up Label</b>																															
EH																																
Man. Trans.	850-1000																															
Auto. Trans.	850-1000																															
<table border="0"> <tr> <td>Firing Order</td> <td colspan="2">1-3-4-2</td> </tr> <tr> <td>Valve Clearance (Hot)</td> <td>Int. .010"</td> <td>Exh. .018"</td> </tr> <tr> <td>Comp. Ratio</td> <td colspan="2">8-1</td> </tr> <tr> <td>Comp. Pressure</td> <td colspan="2">142-184 psi</td> </tr> <tr> <td>Max. Difference</td> <td colspan="2">42 psi</td> </tr> </table>			Firing Order	1-3-4-2		Valve Clearance (Hot)	Int. .010"	Exh. .018"	Comp. Ratio	8-1		Comp. Pressure	142-184 psi		Max. Difference	42 psi		<table border="0"> <tr> <td>BOSCH</td> <td colspan="2">W175T30</td> </tr> <tr> <td>Gap</td> <td colspan="2">.028"</td> </tr> <tr> <td>Torque</td> <td colspan="2">22 Ft.-Lb.</td> </tr> </table>			BOSCH	W175T30		Gap	.028"		Torque	22 Ft.-Lb.		<b>IDLE MIXTURE</b>		
Firing Order	1-3-4-2																															
Valve Clearance (Hot)	Int. .010"	Exh. .018"																														
Comp. Ratio	8-1																															
Comp. Pressure	142-184 psi																															
Max. Difference	42 psi																															
BOSCH	W175T30																															
Gap	.028"																															
Torque	22 Ft.-Lb.																															
<b>STARTING SYSTEM</b>			<b>DISTRIBUTOR</b>			<table border="0"> <tr> <td><b>Emission Level</b></td> <td><b>HC(ppm)</b></td> <td><b>CO(%)</b></td> </tr> <tr> <td>Man.</td> <td></td> <td>1.5 max.</td> </tr> <tr> <td>Auto.</td> <td></td> <td>1.0 max.</td> </tr> <tr> <td>Calif.</td> <td></td> <td>.3 max.</td> </tr> </table>			<b>Emission Level</b>	<b>HC(ppm)</b>	<b>CO(%)</b>	Man.		1.5 max.	Auto.		1.0 max.	Calif.		.3 max.												
<b>Emission Level</b>	<b>HC(ppm)</b>	<b>CO(%)</b>																														
Man.		1.5 max.																														
Auto.		1.0 max.																														
Calif.		.3 max.																														
<b>BATTERY</b>			<table border="0"> <tr> <td>All Models</td> <td colspan="2">049 905 205 A</td> </tr> <tr> <td>Rotation</td> <td colspan="2">CW</td> </tr> <tr> <td>Dwell</td> <td colspan="2">44°-50°</td> </tr> <tr> <td>Coil Output (Min.)</td> <td colspan="2">20 KV</td> </tr> </table> <p>Note: 44-50° dwell = 49-55%.</p>			All Models	049 905 205 A		Rotation	CW		Dwell	44°-50°		Coil Output (Min.)	20 KV		<table border="0"> <tr> <td><b>Accel. Pump Enrichment</b></td> <td colspan="2"><b>CO Level Increase</b></td> </tr> <tr> <td></td> <td colspan="2">Snap throttle from 1000 rpm</td> </tr> </table>			<b>Accel. Pump Enrichment</b>	<b>CO Level Increase</b>			Snap throttle from 1000 rpm							
All Models	049 905 205 A																															
Rotation	CW																															
Dwell	44°-50°																															
Coil Output (Min.)	20 KV																															
<b>Accel. Pump Enrichment</b>	<b>CO Level Increase</b>																															
	Snap throttle from 1000 rpm																															
<table border="0"> <tr> <td></td> <td>12V Neg.</td> <td></td> </tr> <tr> <td></td> <td>8.0V</td> <td></td> </tr> </table>				12V Neg.			8.0V		<b>IGNITION TIMING</b>			<b>FUEL PUMP - ELECTRIC</b>																				
	12V Neg.																															
	8.0V																															
<table border="0"> <tr> <td>Man. Trans.</td> <td colspan="2">3° ATDC at 850-1000 rpm</td> </tr> <tr> <td>Auto. Trans.</td> <td colspan="2">3° ATDC at 850-1000 rpm</td> </tr> </table>			Man. Trans.	3° ATDC at 850-1000 rpm		Auto. Trans.	3° ATDC at 850-1000 rpm		<table border="0"> <tr> <td></td> <td><b>Cent. &amp; Vac.</b></td> <td><b>Cent. Only</b></td> </tr> <tr> <td>049 905 205 A</td> <td>16-27</td> <td>12-19</td> </tr> </table>				<b>Cent. &amp; Vac.</b>	<b>Cent. Only</b>	049 905 205 A	16-27	12-19	<table border="0"> <tr> <td>Pressure (At Idle)</td> <td colspan="2">64-74 psi</td> </tr> <tr> <td>Volume (At Idle)</td> <td colspan="2">750cc - 30 seconds</td> </tr> <tr> <td>Vacuum (At Idle)</td> <td colspan="2"></td> </tr> </table>			Pressure (At Idle)	64-74 psi		Volume (At Idle)	750cc - 30 seconds		Vacuum (At Idle)					
Man. Trans.	3° ATDC at 850-1000 rpm																															
Auto. Trans.	3° ATDC at 850-1000 rpm																															
	<b>Cent. &amp; Vac.</b>	<b>Cent. Only</b>																														
049 905 205 A	16-27	12-19																														
Pressure (At Idle)	64-74 psi																															
Volume (At Idle)	750cc - 30 seconds																															
Vacuum (At Idle)																																
<table border="0"> <tr> <td><b>IGNITION ADVANCE</b></td> <td colspan="2"><b>(Engine degrees at 2500 rpm)</b></td> </tr> </table>			<b>IGNITION ADVANCE</b>	<b>(Engine degrees at 2500 rpm)</b>		<table border="0"> <tr> <td></td> <td><b>Cent. &amp; Vac.</b></td> <td><b>Cent. Only</b></td> </tr> <tr> <td>049 905 205 A</td> <td>16-27</td> <td>12-19</td> </tr> </table>				<b>Cent. &amp; Vac.</b>	<b>Cent. Only</b>	049 905 205 A	16-27	12-19	<table border="0"> <tr> <td>Pressure (At Idle)</td> <td colspan="2">64-74 psi</td> </tr> <tr> <td>Volume (At Idle)</td> <td colspan="2">750cc - 30 seconds</td> </tr> <tr> <td>Vacuum (At Idle)</td> <td colspan="2"></td> </tr> </table>			Pressure (At Idle)	64-74 psi		Volume (At Idle)	750cc - 30 seconds		Vacuum (At Idle)								
<b>IGNITION ADVANCE</b>	<b>(Engine degrees at 2500 rpm)</b>																															
	<b>Cent. &amp; Vac.</b>	<b>Cent. Only</b>																														
049 905 205 A	16-27	12-19																														
Pressure (At Idle)	64-74 psi																															
Volume (At Idle)	750cc - 30 seconds																															
Vacuum (At Idle)																																
<table border="0"> <tr> <td><b>Application</b></td> <td><b>I.D. Code</b></td> <td><b>AH</b></td> <td><b>Cranking Power Watts at 0° F</b></td> </tr> <tr> <td>Standard</td> <td>42</td> <td>45</td> <td></td> </tr> <tr> <td>Optional</td> <td>42</td> <td>54</td> <td></td> </tr> </table>			<b>Application</b>	<b>I.D. Code</b>	<b>AH</b>	<b>Cranking Power Watts at 0° F</b>	Standard	42	45		Optional	42	54																			
<b>Application</b>	<b>I.D. Code</b>	<b>AH</b>	<b>Cranking Power Watts at 0° F</b>																													
Standard	42	45																														
Optional	42	54																														

AIR CONDITIONING SYSTEM		IGNITION SYSTEM				EMISSION CONTROLS			
<b>COMPRESSOR</b>	2 Cyl.	<b>DISTRIBUTOR</b>	BOSCH				<b>Fed.</b>	<b>Cal.</b>	<b>Hi-Alt.</b>
<b>BELT TENSION</b>		All Models	049 905 205 A			Catalytic Converter			X
New		Rotation	CW			Positive Crankcase Ventilation	X		X
Used		Dwell	44°-50°			Exhaust Gas Recirculation	X		X
<b>PRESSURES (At 2500 RPM)</b>		<b>MECHANICAL ADVANCE</b>	<b>VACUUM ADVANCE</b>			EGR-Temperature Valve	X		X
Discharge Side	150-170 PSI	Dist. No. 049 905 205 A				Two Way Valve (AC Only)	X		X
Suction Side	14-30 PSI	<b>Dist. RPM</b>	<b>Dist. Deg.</b>	<b>In. Vac.</b>	<b>Dist. Deg.</b>	Dual Vacuum Distributor	X		X
<b>REFRIGERANT CAPACITY</b>	2.12 Lbs. R12	560-700	Start	8-10	Start	Vacuum Check Valve (Auto Trans. Only)	X		X
		1000	5.5-9	12	2.4	Deceleration Valve (Man. Trans. Only)	X		
		2400	12-15		<b>RETARD</b>	EGR Vac Amplifier	X		X
		2600	13-15	4-8	Start				
				8-12	4.5				
<b>FUEL INJECTION SYSTEM</b>									
Includes:									
Electric Fuel Pump									
Fuel Pressure Regulator									
Injectors									
Electronic Control Unit									
Cold Start Valve									
Auxiliary Air Regulator									
Controls and Sensors									
Intake Air Sensor									
Temperature Sensor									
Thermo-Time Switch									
Air Flow Potentiometer									
Throttle Valve Switch									