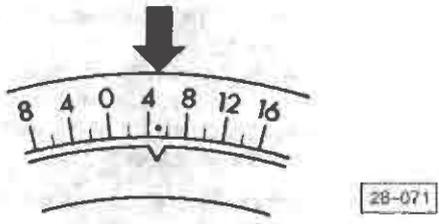


Engine code letters	CV	
Distributor (Part No.)	039 905 205C	
Ignition timing	5° ATDC	
Timing mark location: crankshaft pulley		
Idle adjustment Vacuum hoses connected Idle stabilizer plugs removed and connected together	850-950 rpm	
Dwell angle setting	not adjustable	
Centrifugal advance (crankshaft degrees)	start	1050-1300 rpm
	end	9-13° at 1600 rpm 21-25° at 3400 rpm
Vacuum advance	start	90-160 mbar (70-120 mm Hg)
	end	240-280 mbar (180-210 mm Hg) 9-12°
Vacuum retard	start	90-160 mbar (70-120 mm Hg)
	end	200-280 mbar (150-210 mm Hg) 11-13°
Spark plugs	Bosch Beru Champion	W 145 M2, W 8 CO 145/14/3L N 288
Spark plug gap	0.6-0.7 mm (0.023-0.028 in.)	
Spark plug tightening torque	30 Nm (22 ft lb)	
Firing order	1-4-3-2	

Transistorized ignition system cautions

Do not connect any condenser/suppressor or test light to terminal 1. Do not connect test instruments with a 12 volt supply on terminal 15 of ignition coil. Do not crank engine before high tension wire of distributor cap (terminal 4) is connected to ground with jumper wire (example: compression check etc.). Do not replace installed coil—211 905 115 C—with conventional type. Do not leave battery connected when electric welding

on car. Do not start engine after heating up to more than 80°C (176°F), example: paint drying booth. Do not wash engine when it is running. Do not use battery booster longer than 15 sec. nor exceed 16.5 volts with booster. Allow 1 minute pause between boosting attempts. Do not disconnect battery while engine is running. Disconnect plug to ignition control unit when car has to be towed.