



# UNIVERSITY MOTORS ONLINE



## Common Tune – Up Specifications

MODEL	TC	TD	TF	MGA	MGB → 67	MGB 68→71	MGB 72→74	MGB 75	MGB 76→80
HEAD TORQUE	50	50	50	55	55	55	55	55	55
VALVE LASH	0.015	0.015	0.015	0.015	0.015	0.015	0.013	0.013	0.013
CHAMPION PLUG	L-87 <sup>a</sup>	L-87 <sup>a</sup> N-5 <sup>b</sup>	N-5	N-5	N9Y	N9Y	N9Y	N9Y	N9Y
PLUG GAP	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035
POINT GAP	0.011	0.011	0.015	0.015	0.015	0.015	0.015	0.015	ELECT
DWELL	45 <sup>1</sup> 49 <sup>2</sup> 60	45 <sup>1</sup> 49 <sup>2</sup> 60	60°	60°	60°	60°	60°	51°	N/A
TIMING STATIC	0	0	0	8	12				
TIMING @ IDLE				20 B @ 800 vac disc	20 B @ 800 vac disc	20 B @ 800 vac disc	15 B@1500 vac disc	15 B@1500 vac disc	15 B@1500 vac disc
TIMING MAX		32	32	32°	32°	32°	32°	32°	32°
VAC ADV	None	None	None	Ported	Ported	Ported	Manifold	Manifold	Manifold
CARB	H2	H2	H4	H4	HS4	HS4	HIF4	175CD	175CD

- a) There are two types of cylinder heads for the XPAG engine: banana (referring to the water jacket holes) taking a ½” reach plug;  
b) And the round head, taking a ¾” reach plug. Heads are interchanged between models and years! Double check yours!

- 1) There are three types of distributor cams in the T series: Symmetric; Asymmetric; and High Lift. The symmetric dwell is 45°.  
2) The dwell for the Asymmetric is 49° while the dwell for the high lift cam is 60°