1966 Tune-Up Specifications

ENGINE	IGNITION TIMING				DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Manual Trans.		Auto. Trans.		Cam Angle	Point Gap	Type	Gap	Make & Type	
	Reg.	Prem.	Reg.	Prem.						
AMERICAN MOTORS										
199" 6 Cyl.	10°BⓒⓉ	13°BⓒⓉ	10°BⓒⓉ	13°BⓒⓉ	31-34°	.016"	CH. N-14Y	.033-.037"	Hol. 1931	1
232" 6 Cyl. 1-Bbl.	5°BⓒⓉ	8°BⓒⓉ	5°BⓒⓉ	8°BⓒⓉ	31-34°	.016"	CH. N-14Y	.033-.037"	Hol. 1931②	2
232" 6 Cyl. 2-Bbl.	5°BⓒⓉ	8°BⓒⓉ	5°BⓒⓉ	8°BⓒⓉ	31-34°	.016"	CH. N-14Y	.033-.037"	Car. WCD	3
287" V8 2-Bbl.	5°BⓒⓉ	8°BⓒⓉ	5°BⓒⓉ	8°BⓒⓉ	30° ± 2°	.016"	CH. H-14Y	.033-.037"	Hol. 2209	4
290" V8 2-Bbl.	TDC	TDC	TDC	TDC	30° ± 2°	.016"	CH. N-14Y	.033-.037"	Hol. 2209	5
290" V8 4-Bbl.	.....	TDC	.....	TDC	30° ± 2°	.016"	CH. N-9Y	.033-.037"	Car. AFB	6
327" V8 2-Bbl.	5°BⓒⓉ	8°BⓒⓉ	5°BⓒⓉ	8°BⓒⓉ	30° ± 2°	.016"	CH. H-14Y	.033-.037"	Hol. 2209	7
327" V8 4-Bbl.	.....	5°BⓒⓉ	.....	5°BⓒⓉ	30° ± 2°	.016"	CH. H-14Y	.033-.037"	Hol. 4160	8
BUICK										
225" V6	5°B		5°B		30° ± 1°	.016"	AC 44S	.035"	Roch. 2GC	9
300" V8	2½°B		2½°B		30° ± 1°	.016"	AC 44S	.035"	Roch. 2GC	10
340" V8 2-Bbl.	2½°B		2½°B		30° ± 1°	.016"	AC 44S	.035"	Roch. 2GC	11
340" V8 4-Bbl.	2½°B		2½°B		30° ± 1°	.016"	AC 44S	.035"	Car. AFB	12
400" V8 4-Bbl.	2½°B		2½°B		30° ± 1°	.016"	AC 44S	.035"	Car. AFB	13
401" V8 4-Bbl.	2½°B		2½°B		30° ± 1°	.016"	AC 44S	.035"	Roch. 4GC③	14
425" V8 4-Bbl.	2½°B		2½°B		30° ± 1°	.016"	AC 44S	.035"	Roch. 4MC	15
425" V8 2-4 Bbl.	.....		12°B		30° ± 1°	.016"	AC 44S	.035"	(2) Car. AFB	16
CADILLAC										
429" V8 (No A.I.R.)	.....		5°B		30° ± 2°	.016"	AC 44	.035"	Car. AFB ⓒⓉ	17
429" V8 (A.I.R.)	.....		5°B		30° ± 2°	.016"	AC 44	.035"	Car. AFB ⓒⓉ	18
CHEVROLET										
153" 4 Cyl.	4°B		4°B		31-34°	.019"	AC 46N	.035"	Car. YF	19
194" 6 Cyl.	8°B		8°B		31-34°	.019"	AC 46N	.035"	Roch. BV	20
194" 6 Cyl. A.I.R.	3°B		3°B		31-34°	.019"	AC 46N	.035"	Car. YF	21
230" 6 Cyl.	4°B		4°B		31-34°	.019"	AC 46N	.035"	Roch. BV	22
230" 6 Cyl. A.I.R.	4°B		4°B		31-34°	.019"	AC 46N	.035"	Car. YF	23
250" 6 Cyl.	6°B		6°B		31-34°	.019"	AC 46N	.035"	Roch. BV	24
250" 6 Cyl. A.I.R.	6°B		6°B		31-34°	.019"	AC 46N	.035"	Car. YF	25
283" V8 195 HP	4°B		4°B		30° ± 2°	.016"	AC 45	.035"	Roch. 2GV	26
A.I.R. 195 HP	4°B		4°B		30° ± 2°	.016"	AC 45	.035"	Roch. 2GV	27
283" V8 220 HP	4°B		4°B		30° ± 2°	.016"	AC 45	.035"	Roch. 4GC	28
A.I.R. 220 HP	4°B		4°B		30° ± 2°	.016"	AC 45	.035"	Roch. 4GC	29
327" V8 275 HP	8°B		8°B		30° ± 2°	.016"	AC 44	.035"	Car. AVS ③	30
A.I.R. 275 HP	8°B		2°A		30° ± 2°	.016"	AC 44	.035"	④	31
327" V8 300 HP	6°B		6°B		30° ± 2°	.016"	AC 44	.035"	Hol. 4160	32
A.I.R. 300 HP	6°B		4°A		30° ± 2°	.016"	AC 44	.035"	Hol. 4160	33
327" V8 350 HP	10°B		.....		30° ± 2°	.016"	AC 44	.035"	Hol. 4160	34
A.I.R. 350 HP	10°B		.....		30° ± 2°	.016"	AC 44	.035"	Hol. 4160	35
396" V8 325 HP	4°B		4°B		30° ± 2°	.016"	AC 43N	.035"	④	36
A.I.R. 325 HP	4°B		4°B		30° ± 2°	.016"	AC 43N	.035"	④	37
396" V8 360 HP	4°B		4°B		30° ± 2°	.016"	AC 43N	.035"	④	38
A.I.R. 360 HP	4°B		4°B		30° ± 2°	.016"	AC 43N	.035"	④	39
396" V8 375 HP	10°B		.....		30° ± 2°	.016"	AC 43N	.035"	Hol. 4150	40
427" V8 390 HP	4°B		4°B		30° ± 2°	.016"	AC 43N	.035"	④	41
A.I.R. 390 HP	4°B		4°B		30° ± 2°	.016"	AC 43N	.035"	④	42
427" V8 425 HP	8°B		.....		30° ± 2°	.016"	AC 43N	.035"	Hol. 4150	43

IGNITION TIMING: **B** – BTDC. **A** – ATDC.

SPARK PLUGS: **AL** – AUTOLITE. **CH.** – CHAMPION.

CARBURETORS: **Car.** – CARTER. **Hol.** – HOLLEY. **Roch.** – ROCHESTER. **Str.** – STROMBERG.

A.I.R. – **Air Guard** – **Thermactor** – Air Injection type Exhaust Emission Control.

C.A.P. – **Engine MOD** – **Imco** – **C.C.S.** – Exhaust Emission Control without Air Injection.

1966 Tune-Up Specifications

No.	HOT IDLE		FAST IDLE				Initial Idle Mixture	Remarks
	Manual Trans.	Auto. Trans.	Manual Trans.		Auto. Trans.			
			RPM	Cam Step	RPM	Cam Step		
1	550 ③ ④	550 ③ ④	1500 ⑤	2nd	1600	2nd	1¼ turn	① Air Guard Cars – TDC±1°.
2	550 ③ ④	550 ③ ④	1400 ⑤	High	2000 ⑤	High	1¾ turn	② Carter RBS also used.
3	550 ③ ④	550 ③ ④	1800-2000⑥	High	1800-2000⑥	High	1½ turn	③ Add 25 RPM with Air Guard.
4	500 ④	550 ④	1800	High	1800	High	1½ turn	④ 500 RPM with Air Cond. (Air Cond. ON & Auto. Trans. in Neutral).
5	550 ④	550 ④	2000	High	2000	High	1½ turn	⑤ 1600 RPM with Air Guard.
6	550 ④	550 ④	2000	High	2000	High	1½ turn	⑥ 1800-1900 RPM with Air Guard.
7	550 ④	550 ④	1800	High	1800	High	1½ turn	
8	550 ④	550 ④	2000	High	2000	High	1½ turn	
9	550 ①	550 ①	②	.....	②	.....	1½ turn	① Add 50 RPM with Air Cond. (Air Cond. OFF) or A.I.R. (except 425 HP – 2 carb.).
10	550 ①	550 ①	②	.....	②	.....	1½ turn	② Correct when hot idle set as specified.
11	550 ①	550 ①	②	.....	②	.....	1½ turn	③ Car. AFB also used.
12	550 ①	550 ①	600	Low	600	Low	1½ turn	
13	500 ①	500 ①	600	Low	600	Low	1½ turn	
14	500 ①	500 ①	600	Low	600	Low	1½ turn	
15	500 ①	500 ①	600	Low	600	Low	1½ turn	
16	.....	550	.....	.....	600	Low	1 turn	
17	.....	480 ②	.....	.....	1700-1750	High	2½ turn	① Roch. 4GC also used.
18	.....	550 ③	.....	.....	1700-1750	High	2½ turn	② Air Conditioning ON.
								③ Air Conditioning OFF.
19	450-500	①	②	.....	②	.....	1½ turn	① Low as possible for smooth idling and to prevent creep and harsh shifts.
20	450-500	①	②	.....	②	.....	1½ turn	② Correct when hot idle set as specified.
21	600	①	②	.....	②	.....	1½ turn	③ Roch. 4MV also used.
22	450-500	①	②	.....	②	.....	1½ turn	④ Roch. 4MV or Hol. 4160.
23	600	①	②	.....	②	.....	1½ turn	⑤ Air Cond. OFF (except as noted).
24	450-500	①	②	.....	②	.....	1½ turn	
25	600	①	②	.....	②	.....	1½ turn	
26	450-500	450-500 ①	②	.....	②	.....	1½ turn	
27	700 ⑤	600 ⑤	②	.....	②	.....	1½ turn	
28	450-500	450-500 ①	②	.....	②	.....	1½ turn	
29	700 ⑤	600 ⑤	②	.....	②	.....	1½ turn	
30	450-500	450-500 ①	2200	High	2200	High	1½ turn	
31	700 ⑤	600 ⑤	2200	High	2200	High	1½ turn	
32	450-500	450-500 ①	2200	High	2200	High	1½ turn	
33	700 ⑤	600 ⑤	2200	High	2200	High	1½ turn	
34	650-750	.....	2200	High	.....	.....	1½ turn	
35	700 ⑤	.....	2200	High	.....	.....	1½ turn	
36	450-500	450-500 ①	2000	High	2000	High	1½ turn	
37	500	500 ①	2000	High	2000	High	1½ turn	
38	500-600	500-600 ①	2000	High	2000	High	1½ turn	
39	600	550 ①	2000	High	2000	High	1½ turn	
40	850	.....	2200	High	.....	.....	1½ turn	
41	500-600	500-600 ①	2000	High	2000	High	1½ turn	
42	600	550 ①	2000	High	2000	High	1½ turn	
43	750-850	.....	2200	High	.....	.....	1½ turn	

1966 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Manua' Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
CHRYSLER CORP.								
170" 6 Cyl.	5°B	5°B	40-45°	.017-.023"	CH. N-14Y	.035"	Car. BBS	44
170" C.A.P.	5°A	5°A	40-45°	.017-.023"	CH. N-14Y	.035"	Car. BBS	45
225" 6 Cyl.	2½°B	2½°B	40-45°	.017-.023"	CH. N-14Y	.035"	Hol. 1920	46
225" C.A.P.	5°A	5°A	40-45°	.017-.023"	CH. N-14Y	.035"	Hol. 1920	47
273" V8 2-Bbl.	5°B	10°B	28-32°	.014-.019"	CH. N-14Y	.035"	Car. BBD	48
C.A.P. 2-Bbl.	5°A	5°A	28-32°	.014-.019"	CH. N-14Y	.035"	Car. BBD	49
273" V8 4-Bbl.	10°B	10°B	27-31°①	.014-.019"	CH. N-9Y	.035"	Car. AFB	50
C.A.P. 4-Bbl.	5°A	5°A	27-31°①	.014-.019"	CH. N-9Y	.035"	Car. AFB	51
318" V8 2-Bbl.	5°B	10°B	28-32°	.014-.019"	CH. J-14Y	.035"	Strom. WW	52
C.A.P. 2-Bbl.	3-5°A	3-5°A	28-32°	.014-.019"	CH. J-14Y	.035"	Strom. WW	53
361" V8 2-Bbl.	12½°B	12½°B	28-32°	.014-.019"	CH. J-14Y	.035"	Car. BBD	54
C.A.P. 2-Bbl.	5°A	TDC	28-32°	.014-.019"	CH. J-14Y	.035"	Car. BBD	55
383" V8 2-Bbl.	12½°B	12½°B	28-32°	.014-.019"	CH. J-14Y	.035"	Car. BBD ②	56
C.A.P. 2-Bbl.	5°A	TDC	28-32°	.014-.019"	CH. J-14Y	.035"	Car. BBD ②	57
383" V8 4-Bbl.	12½°B	12½°B	28-32°	.014-.019"	CH. J-13Y③	.035"	Car. AFB	58
C.A.P. 4-Bbl.	5°A	TDC	28-32°	.014-.019"	CH. J-13Y③	.035"	Car. AFB	59
426" V8 4-Bbl.	12½°B	12½°B	28-32°	.014-.019"	CH. J-13Y③	.035"	Car. AFB	60
C.A.P. 4-Bbl.	TDC ⑦	TDC	28-32°	.014-.019"	CH. J-13Y③	.035"	Car. AFB	61
426" Hemi 4-Bbl.	12½°B	12½°B	27-32°⑧	.014-.019"	CH. N-10Y	.035"	(2) Car. AFB	62
C.A.P. 4-Bbl.	12½°B	12½°B	27-32°⑧	.014-.019"	CH. N-10Y	.035"	(2) Car. AFB	63
440° V8 4-Bbl.	12½°B	12½°B	28-32°	.014-.019"	CH. J-13Y③	.035"	Car. AFB	64
C.A.P. 4-Bbl.	TDC ⑦	TDC	28-32°	.014-.019"	CH. J-13Y③	.035"	Car. AFB	65
CORVAIR								
Std. 95 HP	6°B	14°B	31-34°	.019"	AC 46FF	.035"	Roch. HV	66
95 HP A.I.R.	9°A	4°A	31-34°	.019"	AC 46FF	.035"	Roch. HV	67
High Perf. 110 HP	14°B ①	14°B ①	31-34°	.019"	AC 44FF	.035"	Roch. HV	68
110" HP A.I.R.	1°A	4°B	31-34°	.019"	AC 44FF	.035"	Roch. HV	69
4 x 1 Bbl. 140 HP	18°B	18°B	31-34°	.019"	AC 44FF	.035"	Roch. HV, H	70
140 HP A.I.R.	3°B	8°B	31-34°	.019"	AC 44FF	.035"	Roch. HV, H	71
Turbochgr. 180 HP	24°B	.....	31-34°	.019"	AC 44FF	.035"	Car. YH	72
FORD MOTOR CO.								
170" 6 Cyl.	6°B	12°B	37-42°	.025"	AL. BF82	.032-.036"	Ford 1-Bbl.	73
Thermactor	TDC	TDC	37-42°	.025"	AL. BF82	.032-.036"	Ford 1-Bbl.	74
200" 6 Cyl.	6°B	12°B	37-42°	.025"	AL. BF82	.032-.036"	Ford 1-Bbl.	75
Thermactor	TDC	TDC	37-42°	.025"	AL. BF82	.032-.036"	Ford 1-Bbl.	76
240" 6 Cyl.	6°B	10°B	37-42°	.025"	AL. BF42	.032-.036"	Ford 1-Bbl.	77
Thermactor	TDC	4°B	37-42°	.025"	AL. BF42	.032-.036"	Ford 1-Bbl.	78
289" V8 2-Bbl.	6°B	6°B	26-31°	.017"	AL. BF42	.032-.036"	Ford 2-Bbl.	79
Thermactor	TDC	TDC	26-31°	.017"	AL. BF42	.032-.036"	Ford 2-Bbl.	80
289" V8 4-Bbl.	6°B	6°B	26-31°	.017"	AL. BF42	.032-.036"	Ford 4-Bbl.	81
Thermactor	TDC	TDC	26-31°	.017"	AL. BF42	.032-.036"	Ford 4-Bbl.	82
289" V8 271 HP	12°B	12°B	①	①	AL. BF42	.032-.036"	Ford 4-Bbl.	83
352" V8 4-Bbl.	.....	10°B	26-31°	.017"	AL. BF42	.032-.036"	Ford 4-Bbl.	84
Thermactor	.....	6°B	26-31°	.017"	AL. BF42	.032-.036"	Ford 4-Bbl.	85
390" V8 2-Bbl.	10°B	10°B	26-31°	.017"	AL. BF42	.032-.036"	Ford 2-Bbl.	86
Thermactor	6°B	6°B	26-31°	.017"	AL. BF42	.032-.036"	Ford 2-Bbl.	87
390" V8 4-Bbl.	10°B	10°B	①	①	AL. BF42	.032-.036"	Ford 4-Bbl. ②	88
Thermactor	6°B	6°B	①	①	AL. BF42	.032-.036"	Ford 4-Bbl. ②	89
410" V8 4-Bbl.	10°B	10°B	26-31°	.017"	AL. BF42	.032-.036"	Ford 4-Bbl.	90
Thermactor	6°B	6°B	26-31°	.017"	AL. BF42	.032-.036"	Ford 4-Bbl.	91
427" V8 2 x 4-Bbl.	8°B	.....	①	①	AL. BF32	.028-.032"	Hol. 4-Bbl.	92
428" V8 4-Bbl.	10°B	10°B	①	①	AL. BF42	.032-.036"	Ford 4-Bbl.	93
Thermactor	6°B	6°B	①	①	AL. BF42	.032-.036"	Ford 4-Bbl.	94
428" V8 Police	12°B	12°B	①	①	AL. BF32	.028-.032"	Ford 4-Bbl.	95
Thermactor	12°B	12°B	①	①	AL. BF32	.028-.032"	Ford 4-Bbl.	96
462" Lincoln	.....	10°B	①	①	AL. BTF-42	.032-.036"	Car. AFB	97
Thermactor	.....	10°B	①	①	AL. BTF-42	.032-.036"	Car. AFB	98

IGNITION TIMING: **B** – BTDC. **A** – ATDC. **SPARK PLUGS**: **AL** – AUTOLITE. **CH.** – CHAMPION.

CARBURETORS: **Car.** – CARTER. **Hol.** – HOLLEY. **Roch.** – ROCHESTER. **Str.** – STROMBERG

1966 Tune-Up Specifications

No.	HOT IDLE		FAST IDLE				Initial Idle Mixture	Remarks
			Manual Trans.		Auto. Trans.			
	Manual Trans.	Auto. Trans.	RPM	Cam Step	RPM	Cam Step		
44	550	550 ⑥	700	Low	700	Low	1-2 turn	① Each set (double breaker) 36-40° (both sets together). ② Str. WWC also used. ③ CH. J-10Y (police). ④ 500 RPM with Air Cond.ON (Stromberg). ⑤ 1300 RPM (Stromberg). ⑥ Auto. Trans. in Neutral, Air Cond.ON (when used). ⑦ With Distr. 2642532. 5°A with Distr. 2642369. ⑧ Each set (double breaker). 36-40° (both sets together). ⑨ Adjust for Air-Fuel Ratio of 14.2:1 using Exhaust Gas Analyzer.
45	700	650 ⑥	1550	High	1550	High	⑨	
46	550	550 ⑥	700	Low	700	Low	2 turn	
47	650	650 ⑥	1550	High	1550	High	⑨	
48	500	500 ⑥	700	Low	700	Low	1-2 turn	
49	700	650 ⑥	1400	2nd	1500	2nd	⑨	
50	600	600 ⑥	625	Low	700	Low	1-2 turn	
51	700	650 ⑥	1500	2nd	1600	2nd	⑨	
52	500	500 ⑥	700	Low	700	Low	1¼ turn	
53	650	600 ⑥	1400	2nd	1600	2nd	⑨	
54	500	500 ⑥	700	Low	700	Low	2 turn	
55	650	600 ⑥	1600	2nd	1400	2nd	⑨	
56	500	500 ⑥	700	Low	700	Low	1½ turn	
57	650	600 ④	1600	2nd	1400 ⑤	2nd	⑨	
58	500	500 ⑥	700	Low	700	Low	1-2 turn	
59	650	600 ⑥	1500	2nd	1500	2nd	⑨	
60	500	500 ⑥	700	Low	700	Low	1-2 turn	
61	650	600 ⑥	1500	2nd	1500	2nd	⑨	
62	750	750 ⑥	1500	2nd	1500	2nd	1-2 turn	
63	750	750 ⑥	1800	Low	1800	Low	⑨	
64	500	500 ⑥	700	Low	700	Low	1-2 turn	
65	650	600 ⑥	1400	2nd	1400	2nd	⑨	
66	450-500 ③	450-500 ②	④	.....	④	.....	1½ turn	① 24°B on Air Cond. Cars. ② Set as low as possible. ③ On Air Cond. cars, adjust solenoid 50 RPM higher. ④ .078" clearance between idle speed screw and throttle lever on 2nd. step of cam.
67	700 ③	600 ③	④	.....	④	.....	1½ turn	
68	600-650 ③	450-500 ②	④	.....	④	.....	1½ turn	
69	700 ③	600 ③	④	.....	④	.....	1½ turn	
70	600-650 ③	450-500 ②	④	.....	④	.....	1½ turn	
71	700 ③	600 ③	④	.....	④	.....	1½ turn	
72	800-850 ③	.....	.....	.....	.....	.....	.....	
73	575-600	500-525	1400	2nd	1500	2nd	1½ turn	① Conventional Ignition: Cam Angle 26-31°, Point Gap .017". Transistor Ignition: Cam Angle 22-24°, Point Gap .019-.021". ② Hol. 4-Bbl. used on GT & GTA.
74	625-650	550-575	1300	2nd	1500	2nd	1½ turn	
75	575-600	500-525	1400	2nd	1500	2nd	1½ turn	
76	625-650	500-575	1300	2nd	1500	2nd	1½ turn	
77	500-525	500-525	1500	2nd	1600	2nd	1½ turn	
78	625-650	525-550	1500	2nd	1600	2nd	1½ turn	
79	575-600	475-500	1400	High	1600	High	1½ turn	
80	610-635	525-550	1400	High	1600	High	1½ turn	
81	575-600	475-500	1400	High	1600	High	1½ turn	
82	610-635	525-550	1400	High	1600	High	1½ turn	
83	750-775	525-550	1400	High	1600	High	1½ turn	
84	.....	475-500	.....	.....	1500	High	1½ turn	
85	.....	525-550	.....	.....	1500	High	1½ turn	
86	475-500	475-500	1300	High	1500	High	1½ turn	
87	525-550	525-550	1300	High	1500	High	1½ turn	
88	575-600	475-500	1200	High	1300	High	1½ turn	
89	610-635	525-550	1300	High	1500	High	1½ turn	
90	575-600	475-500	1200	High	1300	High	1½ turn	
91	610-635	525-550	1300	High	1500	High	1½ turn	
92	700-800	.....	1800	High	.....	.....	1½ turn	
93	575-600	475-500	1200	High	1300	High	1½ turn	
94	610-635	525-550	1300	High	1500	High	1½ turn	
95	575-600	550-575	1200	High	1300	High	1½ turn	
96	610-635	525-550	1200	High	1300	High	1½ turn	
97	.....	450-475	.....	.....	1600	High	1½ turn	
98	.....	500-525	.....	.....	1600	2nd	1½ turn	

A.I.R. – Air Guard – Thermactor – Air Injection type Exhaust Emission Control

C.A.P. – Engine MOD – Imco – C.C.S. – Exhaust Emission Control without Air Injection

1966 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Manual Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
JEEP								
L4 & F4	5°B ②	.....	42°	.020"	CH. J-8	.030"	Car. YF	99
225" V6	5°B ③	.....	29-31°①	.016"	AC 44S	.035"	Roch. BC ⑥	100
230" OHC 6 Cyl.	5°B	.....	38°	.020"	CH. L-12Y	.030"	Hol. 1920 ⑤	101
232" 6 Cyl.	TDC ④	TDC ④	31-34°	.016"	CH. N-14Y	.035"	Car. RBS	102
327" V8	5°B	5°B	28-32°	.016"	CH. H-14Y	.035"	Hol. 2300 ⑦	103
OLDSMOBILE								
250" 6 Cyl.	6°B	6°B	31-34°	.019"	AC 46N	.035"	Roch. BV	104
A.I.R.	6°B	6°B	31-34°	.019"	AC 46N	.035"	Car. YF	105
330" 2-Bbl.	7½°B ①	7½°B ①	30° ± 2°	.016"	AC 45S ⑥	.030"	Roch. 2GC	106
A.I.R. 2-Bbl.	7½°B ①	7½°B ①	30° ± 2°	.016"	AC 45S ⑥	.030"	Roch. 2GC	107
330" 4-Bbl.	7½°B ①②	7½°B①②	30° ± 2°	.016"	AC 44S	.030"	Roch. 4MV	108
A.I.R. 4-Bbl.	7½°B ①②	7½°B①②	30° ± 2°	.016"	AC 44S	.030"	Roch. 4MV	109
400" V8 4-Bbl.	7½°B ①	7½°B①	30° ± 2°	.016"	AC 44S	.030"	Roch. 4MV	110
A.I.R. 4-Bbl.	7½°B ①	7½°B①	30° ± 2°	.016"	AC 44S	.030"	Roch. 4MV	111
400" V8 x 2-Bbl.	7½°B ①	.....	30° ± 2°	.016"	AC 44S	.030"	Roch. 2GV,2G	112
425" V8 2-Bbl.	7½°B ②	7½°B ②	30° ± 2°	.016"	AC 45S ⑥	.030"	Roch. 2GC	113
A.I.R. 2-Bbl.	7½°B ②	7½°B ②	30° ± 2°	.016"	AC 45S ⑥	.030"	Roch. 2GC	114
425" V8 4-Bbl.	7½°B ①	7½°B ①	30° ± 2°	.016"	AC 44S	.030"	Roch. 4MV	115
A.I.R. 4-Bbl.	7½°B ①	7½°B ①	30° ± 2°	.016"	AC 44S	.030"	Roch. 4MV	116
PONTIAC								
230" 6 1-Bbl.	5°B	5°B	31-34°	.020"	AC 44S	.035"	Roch. BV	117
A.I.R. 1-Bbl.	5°A	5°A	31-34°	.020"	AC 44S	.035"	Roch. BV	118
230" 6 4-Bbl.	5°B	5°B	31-34°	.020"	AC 44S	.035"	Roch. 4MV	119
A.I.R. 4-Bbl.	5°A	5°A	31-34°	.020"	AC 44S	.035"	Roch. 4MV	120
326" V8 2-Bbl.	6°B	6°B	30° ± 2°	.016"	AC 45S ①	.035"	Roch. 2GC	121
A.I.R. 2-Bbl.	4°A	6°B	30° ± 2°	.016"	AC 45S ①	.035"	Roch. 2GC	122
326" V8 4-Bbl.	6°B	6°B	30° ± 2°	.016"	AC 45S ①	.035"	Car. AFB	123
A.I.R. 4-Bbl.	.....	6°B	30° ± 2°	.016"	AC 45S ①	.035"	Car. AFB	124
389" V8 2-Bbl.	6°B	6°B	30° ± 2°	.016"	AC 45S ①	.035"	Roch. 2GC	125
A.I.R. 2-Bbl.	.....	6°B	30° ± 2°	.016"	AC 45S ①	.035"	Roch. 2GC	126
389" V8 4-Bbl.	6°B	6°B	30° ± 2°	.016"	AC 45S ②	.035"	Car. AFB	127
A.I.R. 4-Bbl.	.....	6°B	30° ± 2°	.016"	AC 45S ②	.035"	Car. AFB	128
389" V8 3 x 2-Bbl.	6°B	6°B	30° ± 2°	.016"	AC 44S	.035"	Roch.2GV,2G	129
A.I.R. 3 x 2-Bbl.	4°B	.....	30° ± 2°	.016"	AC 44S	.035"	Roch.2GV,2G	130
421" V8 4-Bbl.	6°B	6°B	30° ± 2°	.016"	AC 44S	.035"	Car. AFB	131
421" V8 3 x 2-Bbl.	6°B	6°B	30° ± 2°	.016"	AC 44S	.035"	Roch. 2GV,2G	132
421" HO 3 x 2-Bbl.	6°B	6°B	30° ± 2°	.016"	AC 44S	.035"	Roch. 2GV,2G	133
STUDEBAKER								
194" 6 Cyl.	6-14°B	6-14°B	31-34°	.016-.019"	AC 46N	.033-.038"	Roch. BV	134
230" 6 Cyl.	4-8° B	4-8° B	31-34°	.016-.019"	AC 46N	.033-.038"	Roch. BV	135
283" V8 2-Bbl.	3-5° B	3-5° B	28-32°	.016-.019"	AC 45	.033-.038"	Roch. 2GV	136

IGNITION TIMING: **B** – BTDC. **A** – ATDC.
SPARK PLUGS: **AL** – AUTOLITE. **CH.** – CHAMPION.
CARBURETORS: **Car.** – CARTER. **Hol.** – HOLLEY. **Roch.** – ROCHESTER. **Str.** – STROMBERG.
A.I.R. – **Air Guard** – **Thermactor** – Air Injection type Exhaust Emission Control.
C.A.P. – **Engine MOD** – **Imco** – **C.C.S.** – Exhaust Emission Control without Air Injection.

1966 Tune-Up Specifications

No.	HOT IDLE		FAST IDLE				Initial Idle Mixture	Remarks
			Manual Trans.		Auto. Trans.			
	Manual Trans.	Auto. Trans.	RPM	Cam Step	RPM	Cam Step		
99	600	.....	.....	.....	.....	.....	1½ turn	① 29°±3° (Prestolite). ② TDC Distr. 1AY-4401A,B. ③ TDC Distr. 1AT-4502A. ④ TDC Distr. 1110340. ⑤ 2-Bbl. Hol. 2300. ⑥ Roch. 2G also used. ⑦ 4-Bbl. Hol. 4160. ⑧ Correct when hot idle set.
100	550	.....	⑧	.....	.....	.....	1½ turn	
101	590-600	.....	2100 ⑤	2nd	.....	.....	1½ turn	
102	550	500	⑧	.....	⑧	.....	1½ turn	
103	550	500	1700-1800	High	1700-1800	High	1½ turn	
104	500 ④	500 ④	③	.....	③	.....	1½ turn	① Set at 850 RPM (V8s). ② L.C. only. Set H.C. 310 HP. Eng. at 5° B (all at 850 RPM). ③ Correct when hot idle set as specified. ④ 50 RPM higher with Air Cond. (Air Cond. OFF). ⑤ 75 RPM higher with Air Cond. (Air Cond. OFF). ⑥ L.C. Cars only (AC 44S for H.C. Cars).
105	600 ④	600 ④	③	.....	③	.....	1½ turn	
106	600	500 ⑤	900	Low	900	Low	1½ turn	
107	600	600	900	Low	900	Low	1½ turn	
108	600	500	700	Low	700	Low	2 turns	
109	600	500	700	Low	700	Low	2 turns	
110	600	550 ④	700	Low	700	Low	2 turns	
111	600	600 ④	700	Low	700	Low	2 turns	
112	600	.....	③	.....	.....	.....	.....	
113	550	500 ⑤	900	Low	900	Low	1½ turn	
114	550	500 ⑤	900	Low	900	Low	1½ turn	
115	550	500 ⑤	700	Low	700	Low	2 turns	
116	550	500 ⑤	700	Low	700	Low	2 turns	
117	600 ⑦	500 ⑦	③	.....	③	.....	1½ turn	① AC 44S (Trailer PKg. & Police), AC 43S (HD). ② AC 44S (Tempest GTO). ③ Correct when hot idle set as specified. ④ 700 RPM Air Cond. Cars (Air Cond. OFF). ⑤ 575 RPM Air Cond. Cars (Air Cond. OFF). ⑥ 675 RPM Air Cond. Cars (Air Cond. OFF). ⑦ With Air Cond. ON, adjust Idle Speed-Up for same RPM with max. cooling (except 4-Bbl. Auto Trans. no AIR cars, set 575 RPM). ⑧ With cam follower on high step, turn fast idle screw 3 turns after contact with fast idle lever.
118	700 ⑦	600 ⑦	③	.....	③	.....	1½ turn	
119	600 ⑦	500 ⑦	⑧	High	⑧	High	2 turns	
120	700	600	⑧	High	⑧	High	2 turns	
121	600 ④	500 ⑤	③	.....	③	.....	1½ turn	
122	700	600 ⑥	③	.....	③	.....	1½ turn	
123	600 ④	500 ⑤	2500	High	2800	High	1 turn	
124	.....	600	.....	.....	2500	High	1 turn	
125	600 ④	500 ⑤	③	.....	③	.....	1½ turn	
126	.....	600	.....	.....	③	.....	1½ turn	
127	600 ④	500 ⑤	2500	High	2800	High	1 turn	
128	.....	600	2500	High	2500	High	1 turn	
129	600 ④	600 ⑥	③	.....	③	.....	1½ turn	
130	700	.....	③	.....	.....	.....	1½ turn	
131	600 ④	500 ⑤	2500	High	2800	High	1 turn	
132	600 ④	500 ⑤	③	.....	③	.....	1 turn	
133	600 ④	600 ⑥	③	.....	③	.....	1½ turn	
134	525	500-520	①	.....	①	.....	1½ turn	① Correct when hot idle set as specified.
135	525	500-520	①	.....	①	.....	1½ turn	
136	525	500-520	①	.....	①	.....	1½ turn	