

# 1967 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.						
<b>AMERICAN MOTORS</b>										
199" 6 Cyl. 1-Bbl. Air Guard Eng. MOD	10°B 3°B TDC	13°B 3°B TDC	10°B 3°B TDC	13°B 3°B TDC	Ⓢ 31-34° 31-34°	Ⓢ .016" .016"	CH. N14Y CH. N14Y CH. N14Y	.033-.037" .033-.037" .033-.037"	Hol. 1931 Hol. 1931 Hol. 1931	1 2 3
232" 6 Cyl. 1-Bbl. Air Guard & Eng. MOD	5°B TDC	8°B TDC	5°B TDC	8°B TDC	Ⓢ 31-34°	Ⓢ .016"	CH. N14Y CH. N14Y	.033-.037" .033-.037"	Hol. 1931 @ Hol. 1931 @	4 5
232" 6 Cyl. 2-Bbl. Air Guard & Eng. MOD	5°B TDC	8°B TDC	5°B TDC	8°B TDC	Ⓢ 31-34°	Ⓢ .016"	CH. N14Y CH. N14Y	.033-.037" .033-.037"	Car. WCD Car. WCD	6 7
290" V8 2-Bbl. Air Guard 2-Bbl.	TDC	3°B TDC	TDC	3°B TDC	Ⓢ Ⓢ	Ⓢ Ⓢ	CH. N12Y CH. N12Y	.033-.037" .033-.037"	Hol. 2209 Hol. 2209	8 9
290" V8 4-Bbl. Air Guard 4-Bbl.	.....	TDC	.....	TDC	29-31° 29-31°	.016" .016"	CH. N12Y CH. N12Y	.033-.037" .033-.037"	Car. AFB Car. AFB	10 11
343" V8 2-Bbl. Air Guard 2-Bbl.	.....	TDC	.....	TDC	Ⓢ Ⓢ	Ⓢ Ⓢ	CH. N12Y CH. N12Y	.033-.037" .033-.037"	Hol. 2209 Hol. 2209	12 13
343" V8 4-Bbl. Air Guard 4-Bbl.	.....	TDC	.....	TDC	Ⓢ Ⓢ	Ⓢ Ⓢ	CH. N12Y CH. N12Y	.033-.037" .033-.037"	Car. AFB Car. AFB	14 15
<b>BUICK</b>										
225" V6 2-Bbl. A.I.R. 2-Bbl.	5°B 5°B		5°B 5°B		29-31° 29-31°	.016" .016"	AC 44S Ⓢ AC 44S Ⓢ	.035" .035"	Roch. 2GC Roch. 2GC	16 17
300" V8 2-Bbl. A.I.R. 2-Bbl.	2½°B 2½°B		2½°B 2½°B		29-31° 29-31°	.016" .016"	AC 44S Ⓢ AC 44S Ⓢ	.035" .035"	Roch. 2GC Roch. 2GC	18 19
340" V8 2-Bbl. A.I.R. 2-Bbl.	2½°B 2½°B		2½°B 2½°B		29-31° 29-31°	.016" .016"	AC 44S Ⓢ AC 44S Ⓢ	.035" .035"	Ⓢ Roch. 4MV	20 21
340" V8 4-Bbl. A.I.R. 4-Bbl.	2½°B 2½°B		2½°B 2½°B		29-31° 29-31°	.016" .016"	AC 44S Ⓢ AC 44S Ⓢ	.035" .035"	Roch. 4MV Roch. 4MV	22 23
400" V8 4-Bbl. A.I.R. 4-Bbl.	2½°B 2½°B		2½°B 2½°B		29-31° 29-31°	.016" .016"	AC 44TS AC 44TS	.035" .035"	Roch. 4MV Roch. 4MV	24 25
430" V8 4-Bbl. A.I.R. 4-Bbl.	2½°B 2½°B		2½°B 2½°B		29-31° 29-31°	.016" .016"	AC 44TS AC 44TS	.035" .035"	Roch. 4MV Roch. 4MV	26 27
<b>CADILLAC</b>										
429" V8 4-Bbl. A.I.R. 4-Bbl.	.....		5°B 5°B		30° ± 2° 30° ± 2°	.016" .016"	AC 44 AC 44	.035" .035"	Roch. 4MV Roch. 4MV	28 29
<b>CHEVROLET</b>										
153" 4 Cyl. 1-Bbl. A.I.R. 1-Bbl.	4°B 4°B		4°B 4°B		31-34° 31-34°	.016" .016"	AC 46N AC 46N	.035" .035"	Car. YF Car. YF	30 31
194" 6 Cyl. 1-Bbl. A.I.R. 194" 6	4°B 2°B		4°B 4°B		31-34° 31-34°	.016" .016"	AC 46N AC 46N	.035" .035"	Roch. BV Car. YF	32 33
230" & 250" 6 1-Bbl. A.I.R. 230" & 250" 6	4°B 4°B		4°B 4°B		31-34° 31-34°	.016" .016"	AC 46N AC 46N	.035" .035"	Roch. BV Ⓢ Car. YF	34 35
283" V8 2-Bbl. A.I.R. 283" V8	4°B TDC		4°B 4°B		28-32° 28-32°	.016" .016"	AC 45 AC 45	.035" .035"	Roch. 2GV Roch. 2GV	36 37
302" V8 2-Bbl.	6°B Ⓢ		.....		28-32°	.016"	AC 43	.035"	Hol. 4150	38
327" 210 HP 2-Bbl. A.I.R. 210 HP	2°B 2°B		2°B 2°B		28-32° 28-32°	.016" .016"	AC 44 AC 44	.035" .035"	Roch. 2GV Roch. 2GV	39 40
327" 275 HP 4-Bbl. A.I.R. 275 HP	8°B 6°B		8°B 6°B		28-32° 28-32°	.016" .016"	AC 44 AC 44	.035" .035"	Roch. 4MV Roch. 4MV	41 42
327" 300 HP 4-Bbl. A.I.R. 300" HP	6°B 6°B		6°B 4°A		28-32° 28-32°	.016" .016"	AC 44 AC 44	.035" .035"	Hol. 4160 Hol. 4160	43 44
327" 325 & 350 HP 4-Bbl. A.I.R. 325 & 350 HP	10°B 10°B		.....		28-32° 28-32°	.016" .016"	AC 44 AC 44	.035" .035"	Hol. Ⓢ Hol. Ⓢ	45 46

**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.

# 1967 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	600	600 ⑤	1400	2nd	1400	2nd	1½ turns	① D-R Dwell 31-34° Gap .016". Prestolite Dwell 36-42°, Gap .017-.022" ② D-R Dwell 29-31°, Gap .016" Prestolite Dwell 27-32°, Gap .014-.017". ③ D-R Dwell 29-31°, Gap .016" Prestolite Dwell 27-32°, Gap .014-.019". ④ Car. RBS with Auto. Trans. ⑤ Auto. Trans. in Neutral. ⑥ 1550 RPM on later cars.
2	525	525 ⑤	1500 ⑥	2nd	1500 ⑥	2nd	1½ turns	
3	600	600 ⑤	1500 ⑥	2nd	1500 ⑥	2nd	1½ turns	
4	600	600 ⑤	1400	2nd	2000	High	1½ turns	
5	525	600 ⑤	1400	2nd	1600	2nd	1½ turns	
6	600	600 ⑤	1800-2000	High	1800-2000	High	1¼ turns	
7	600	600 ⑤	1350	High	1350	High	1¼ turns	
8	600	600 ⑤	1650	2nd	1650	2nd	1½ turns	
9	600	600 ⑤	1400	2nd	1600	2nd	1½ turns	
10	600	600 ⑤	2000	High	2000	High	1½ turns	
11	600	600 ⑤	1400	2nd	1400	2nd	1½ turns	
12	600	600 ⑤	2000	High	2000	High	1½ turns	
13	600	600 ⑤	1400	2nd	1600	2nd	1½ turns	
14	600	600 ⑤	2000	High	2000	High	1½ turns	
15	600	600 ⑤	1400	2nd	1600	2nd	1½ turns	
16	550 ③	550 ③	④	.....	④	.....	1½ turns	① AC 43S for high speed. ② Roch. 4MV or Car. AFB. ③ 600 RPM with Air Cond. ④ Correct when hot idle set as specified.
17	600	600	④	.....	④	.....	1½ turns	
18	550 ③	550 ③	④	.....	④	.....	1½ turns	
19	600	600	④	.....	④	.....	1½ turns	
20	550 ③	550 ③	④	.....	④	.....	1½ turns	
21	600	600	④	.....	④	.....	1½ turns	
22	550 ③	550 ③	600	Low	600	Low	1½ turns	
23	600	600	600	Low	600	Low	1½ turns	
24	550 ③	550 ③	600	Low	600	Low	1½ turns	
25	600	600	600	Low	600	Low	1½ turns	
26	550 ③	550 ③	600	Low	600	Low	1½ turns	
27	550 ③	550 ③	600	Low	600	Low	1½ turns	
28	.....	480-500	.....	.....	1700-1750	High	1½ turns	
29	.....	550	.....	.....	1700-1750	High	1½ turns	
30	500	500	③	.....	③	.....	1½ turns	① Car. YF also on 250". ② Air Cond. OFF (when used). All others Air Cond. ON. ③ Correct when hot idle set as specified. ④ At 750 RPM. ⑤ 4150 (325 HP), 4160 (350 HP). ⑥ 2200 RPM (325 HP), 2000 RPM (350 HP). ⑦ 500 RPM (325 HP), 550 RPM (350 HP). ⑧ Roch. 4MV (325 & 385 (HP), Hol. 4160 (350 & 390 HP). ⑨ 2000 RPM (Roch.), 2200 RPM (Hol.). ⑩ Set at 800 RPM (not idle speed).
31	700 ②	500 ②	③	.....	③	.....	3 turns	
32	500	500	③	.....	③	.....	1½ turns	
33	700 ②	500 ②	③	.....	③	.....	3 turns	
34	500	500	③	.....	③	.....	1½ turns	
35	700 ②	500 ②	③	.....	③	.....	3 turns	
36	500	500	③	.....	③	.....	1½ turns	
37	700 ②	600 ②	③	.....	③	.....	3 turns	
38	800	.....	2000	High	.....	.....	1½ turns	
39	500	600	③	.....	③	.....	1½ turns	
40	700 ②	600 ②	③	.....	③	.....	3 turns	
41	500	500	2200	High	2200	High	1½ turns	
42	700 ②	600 ②	2200	High	2200	High	3 turns	
43	500	500	2000	High	2000	High	1½ turns	
44	700 ②	600 ②	2000	High	2000	High	3 turns	
45	700	.....	⑥	High	.....	.....	1½ turns	
46	750	.....	⑥	High	.....	.....	3 turns	

# 1967 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Manual Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
<b>CHEVROLET (Cont.)</b>								
350" 295 HP 4-Bbl.	4°B	4°B	28-32°	.016"	AC 44	.035"	Roch. 4MV	47
A.I.R. 295 HP	4°B	4°B	28-32°	.016"	AC 44	.035"	Roch. 4MV	48
396" 325 & 350 HP 4-Bbl.	4°B	4°B	28-32°	.016"	AC 43N	.035"	Ⓢ	49
A.I.R. 325 & 350 HP	4°B	4°B	28-32°	.016"	AC 43N	.035"	Ⓢ	50
396" 375 HP 4-Bbl.	6°B	.....	28-32°	.016"	AC 43N	.035"	Hol. 4150	51
427" 385 & 390 HP 4-Bbl.	4°B	4°B	28-32°	.016"	AC 43N	.035"	Ⓢ	52
A.I.R. 385 & 390 HP	4°B	4°B	28-32°	.016"	AC 43N	.035"	Ⓢ	53
427" 400 HP 3 x 2 Bbl.	4°B	4°B	28-32°	.016"	AC 43N	.035"	Hol. 2300	54
A.I.R. 400 HP	4°B	4°B	28-32°	.016"	AC 43N	.035"	Hol. 2300	55
427" 425 HP 4-Bbl.	12°B Ⓢ	.....	28-32°	.016"	AC 43N	.035"	Hol. 4150	56
427" 435 HP 3 x 2 Bbl.	5°B	.....	28-32°	.016"	AC 43N	.035"	Hol. 2300	57
A.I.R. 435 HP	5°B	.....	28-32°	.016"	AC 43N	.035"	Hol. 2300	58
<b>CHRYSLER CORP.</b>								
170" 6 Cyl. 1-Bbl.	5°B	5°B	40-45°	.017-.023"	CH. N14Y	.035"	Car. BBS	59
C.A.P. 170" 6	5°A	5°A	40-45°	.017-.023"	CH. N-14Y	.035"	Car. BBS	60
225" 6 Cyl. 1-Bbl.	5°B	TDC	40-45°	.017-.023"	CH. N-14Y	.035"	Car. BBS Ⓢ	61
C.A.P. 225" 6	5°B	TDC	40-45°	.017-.023"	CH. N-14Y	.035"	Car. BBS Ⓢ	62
273" V8 2-Bbl.	5°B	10°B	28-33°	.014-.019"	CH. N-14Y	.035"	Car. BBD	63
C.A.P. 273" 2-Bbl.	5°A	5°A	28-33°	.014-.019"	CH. N-14Y	.035"	Car. BBD	64
273" V8 4-Bbl.	10°B	10°B	27-31°Ⓢ	.014-.019"	CH. N-10Y	.035"	Car. AFB	65
C.A.P. 273" 4-Bbl.	5°A	5°A	27-31°Ⓢ	.014-.019"	CH. N-10Y	.035"	Car. AFB	66
318" V8 2-Bbl.	5°B	10°B	28-33°	.014-.019"	CH. N-14YⓈ	.035"	Str. WW Ⓢ	67
C.A.P. 318" 2-Bbl.	5°A	5°A	28-33°	.014-.019"	CH. N-14YⓈ	.035"	Str. WW Ⓢ	68
383" V8 2-Bbl.	12½°B	12½°B	28-33°	.014-.019"	CH. J-14Y	.035"	Car. BBD Ⓢ	69
C.A.P. 383" 2-Bbl.	TDC	5°B	28-33°	.014-.019"	CH. J-14Y	.035"	Car. BBD	70
383" V8 4-Bbl.	12½°B	12½°B	28-33°	.014-.019"	CH. J-13YⓈ	.035"	Car. AFB	71
C.A.P. 383" 4-Bbl.	TDC	5°B	28-33°	.014-.019"	CH. J-13YⓈ	.035"	Car. AFB	72
426" Hemi. 2 x 4-Bbl.	12½°B;	12½°B	27-31°Ⓢ	.014-.019"	CH. N-10Y	.035"	(2)Car. AFB	73
C.A.P. 426" Hemi.	12½°B	12½°B	27-31°Ⓢ	.014-.019"	CH. N-10Y	.035"	(2)Car. AFB	74
440" V8 4-Bbl.	12½°B	12½°B	28-33°	.014-.019"	CH. J-13Y	.035"	Ⓢ	75
C.A.P. 440" V8	TDC	5°B	28-33°	.014-.019"	CH. J-13Y	.035"	Ⓢ	76
440" High Perf. 4-Bbl.	12½°B	12½°B	28-33°Ⓢ	.014-.019"	CH. J-11Y	.035"	Car. AFB	77
C.A.P. 440" H.P.	TDC	5°B	28-33°Ⓢ	.014-.019"	CH. J-11Y	.035"	Car. AFB	78
<b>CORVAIR</b>								
95 H.P. Std.	6°B	14°B	31-34°	.019"	AC 46FF	.035"	Roch. HV	79
A.I.R. 95 H.P.	TDC	TDC	31-34°	.019"	AC 44FF	.035"	Roch. HV	80
110 HP (No A/C)	14°B	14°B	31-34°	.019"	AC 44FF	.030"	Roch. HV	81
110 HP (With A/C)	.....	24°B	31-34°	.019"	AC 44FF	.030"	Roch. HV	82
A.I.R. 110 HP	4°B	4°B	31-34°	.019"	AC 44FF	.030"	Roch. HV	83
<b>FORD MOTOR CO.</b>								
170" 6 Cyl. 1-Bbl.	6°B	12°B	37-42°	.025"	AL. BF-82	.032-.036"	Ford 1100	84
Thermactor	TDC	TDC	37-42°	.025"	AL. BF-82	.032-.036"	Ford 1100	85
Imco	.....	3°B	37-42°	.025"	AL. BF-82	.032-.036"	Car. YF	86
200" 6 Cyl. 1-Bbl.	6°B	12°B	37-42°	.025"	AL. BF-82	.032-.036"	Ford 1100	87
Thermactor	5°B	5°B	37-42°	.025"	AL. BF-82	.032-.036"	Ford 1100	88
Imco	.....	5°B	37-42°	.025"	AL. BF-82	.032-.036"	Car. YF	89
240" 6 Cyl. 1-Bbl.	6°B	10°B	37-42°	.025"	AL. BF-42Ⓢ	.032-.036"	Ford 1100	90
Thermactor	TDC	4°B	37-42°	.025"	AL. BF-42Ⓢ	.032-.036"	Ford 1100	91
289" V8 2-Bbl.	6°B	6°B	26-31°	.017"	AL. BF-42	.032-.036"	Ford 2100	92
Thermactor	TDC	TDC Ⓢ	26-31°	.017"	AL. BF-42	.032-.036"	Ford 2100	93
289" V8 4-Bbl.	6°B	6°B-	26-31°	.017"	AL. BF-42	.032-.036"	Ford 4300	94
Thermactor	TDC	TDC	26-31°	.017"	AL. BF-42	.032-.036"	Ford 4300	95

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

# 1967 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		
47	500	500	2200	High	2200	High	1½ turns	① Hol. 1920 also used. ② Auto. Trans. in Neutral. ③ CH. J-14Y on Can. Eng. (Distr. 2444760 & 61). ④ Each set (double breaker) 36-40° (both sets together). ⑤ CH. J-11Y (Police). ⑥ Auto. Trans. in Neutral Air Cond. OFF. ⑦ Man. Trans. Double breaker 27-31° (each), 36-40° (both sets together). ⑧ Hol. 4160 (Man. Trans.), Car. AFB (Auto. Trans. & all C.A.P.). ⑨ Car. BBD (Canada). ⑩ Str. WWC on some Auto. Trans. cars. ⑪ Adjust for final Air/Fuel Ratio using Exhaust Gas Analyzer.  ① Adjust to increase idle 50 RPM when Air Cond. ON. ② With Air Cond. OFF. See 1 ③ .075" clearance between Idle Speed Screw and Throttle Lever on 2nd. step.
48	700	500	2200	High	2200	High	3 turns	
49	⑦	⑦	2000	High	2000	High	1½ turns	
50	700	500	2000	High	2000	High	3 turns	
51	750	.....	2200	High	.....	.....	1½ turns	
52	550	550	⊙	High	⊙	High	1½ turns	
53	700 ②	550	⊙	High	⊙	High	3 turns	
54	750	600	2200	High	2200	High	1½ turns	
55	750 ②	600 ②	2200	High	2200	High	3 turns	
56	1000	.....	2200	High	.....	.....	1½ turns	
57	750	.....	2200	High	.....	.....	1½ turns	
58	750	.....	2200	High	.....	.....	3 turns	
59	550	550 ②	700	Low	700	Low	1-2 turns	
60	700	650 ②	1550	2nd	1900	2nd	⑩	
61	550	550 ②	700	Low	700	Low	1-2 turns	
62	650	650 ②	1550	2nd	1550	2nd	⑩	
63	500	500 ②	700	Low	700	Low	1 turn	
64	700	650 ⑥	1400	2nd	1500	2nd	⑩	
65	600	600 ②	625	Low	700	Low	1½ turn	
66	700	650 ②	1500	2nd	1600	2nd	⑩	
67	650	600 ⑥	700	Low	700	Low	1¼ turns	
68	650	600 ②	1400	2nd	1400	2nd	⑩	
69	550	550 ②	700	Low	700	Low	1 turn	
70	650	600 ②	1700	2nd	1400	2nd	⑩	
71	500	500 ②	700	Low	700	Low	1½ turn	
72	650	600 ②	1400	2nd	1400	2nd	⑩	
73	750	.....	1500	2nd	1500	2nd	1½ turn	
74	.....	.....	1800	Low	1800	Low	⑩	
75	550	550	700	Low	700	Low	1½ turn	
76	650	650	1400	2nd	1400	2nd	1½ turn	
77	650	650 ②	800	Low	700	Low	1½ turn	
78	650	650	1600	2nd	1400	2nd	1½ turn	
79	500 ①	500 ①	③	2nd	③	2nd	1 turn	
80	700 ①	500 ①	③	2nd	③	2nd	1 turn	
81	650 ②	500 ②	③	2nd	③	2nd	1 turn	
82	650 ①	500 ①	③	2nd	③	2nd	1 turn	
83	700 ②	600 ②	③	2nd	③	2nd	1 turn	
84	575	500	1300	High	1500	High	1½ turn	
85	750	550	1400	High	1500	High	1½ turn	
86	.....	550	.....	.....	②	.....	1½ turn	
87	575	500	1300	High	1500	High	1½ turn	
88	700	550	1400	High	1500	High	1½ turn	
89	.....	550	.....	.....	②	.....	1½ turn	
90	525	500	1500	High	1600	High	1½ turn	
91	600	500	1500	High	1600	High	1½ turn	
92	575	475	1400	High	1600	High	1½ turn	
93	625	550	1400	High	1600	High	1½ turn	
94	600	525	1200	High	1350	High	1½ turn	
95	625	550	.....	.....	.....	.....	1½ turn	

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ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Manual Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap		
<b>FORD MOTOR CO. (Cont.)</b>								
289" Hi Perf. 4-Bbl. Thermactor	12°B	.....	30-33°	.020"	AL. BF-32	.032-.036"	Ford 4100	96
390" V8 2-Bbl. Thermactor	10°B	10°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 2100	98
390" V8 4-Bbl. Thermactor	10°B	10°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4300	100
390" V8 4-Bbl. Thermactor	6°B	6°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 2100	99
390" V8 4-Bbl. Thermactor	6°B	6°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4300	101
390" V8 GT 4-Bbl. Thermactor	12°B	12°B	26-31°	.017"	AL. BF-32	.032-.036"	Hol. 4150C	102
410" V8 4-Bbl. Thermactor	6°B	6°B	26-31°	.017"	AL. BF-32	.032-.036"	Hol. 4150C	103
410" V8 4-Bbl. Thermactor	10°B	10°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4300	104
410" V8 4-Bbl. Thermactor	6°B	6°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4300	105
410" V8 4-Bbl. Imco	.....	6°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4300	106
427" V8 4-Bbl.	8°B	.....	22-24°	.028"	AL. BF-32	.032-.036"	Hol. 4160	107
427" V8 2 x 4-Bbl.	8°B	.....	22-24°	.028"	AL. BF-32	.032-.036"	(2)Hol. 4160	108
428" V8 4-Bbl. Thermactor	10°B	10°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4300	109
428" V8 4-Bbl. Thermactor	6°B	6°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4300	110
428" Police 4-Bbl. Thermactor	12°B	12°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4100	111
428" Police 4-Bbl. Thermactor	12°B	12°B	26-31°	.017"	AL. BF-32	.032-.036"	Ford 4100	112
462" V8 Lincoln Thermactor	.....	10°B	26-31°	.017"	AL. BTF-42	.032-.036"	Car. AFB	113
462" V8 Lincoln Thermactor	.....	10°B	26-31°	.017"	AL. BTF-42	.032-.036"	Car. AFB	114
<b>JEEP</b>								
L4 & J4 4 Cyl.	Ⓒ	Ⓒ	42°	.020"	Ch. J-8	.030"	Car. YF	115
232" 6 Cyl.	Ⓓ	Ⓓ	31-34°	.016"	Ch. H-14Y	.035"	Car. RBS	116
OHC. 6 Cyl.	5°B	5°B	38°	.020"	Ch. L-12Y	.030"	Hol. Ⓔ	117
225" V6	Ⓔ	Ⓔ	Ⓔ	.016"	AC 44S	.035"	Roch. Ⓔ	118
327" V8	5°B	5°B	28-32°	.016"	Ch. H-14Y	.035"	Hol. 2209	119
<b>OLDSMOBILE</b>								
250" 6 Cyl. 1-Bbl. A.I.R. 250" 6	4°B	4°B	31-34°	.019"	AC 46N	.030"	Roch. MV	120
330" V8 2 & 4-Bbl. A.I.R. 330" V8	4°B	4°B	28-32°	.019"	AC 46N	.030"	Car. YF	121
330" V8 2 & 4-Bbl. A.I.R. 330" V8	7½°B Ⓒ	7½°B Ⓒ	28-32°	.016"	AC 44SⒸ	.030"	Roch. Ⓒ	122
330" V8 2 & 4-Bbl. A.I.R. 330" V8	7½°B Ⓒ	7½°B Ⓒ	28-32°	.016"	AC 44SⒸ	.030"	Roch. Ⓒ	123
400" V8 2 & 4-Bbl. A.I.R. 400" V8	7½°B Ⓒ	7½°B Ⓒ	28-32°	.016"	AC 44S	.030"	Roch. Ⓒ	124
400" V8 2 & 4-Bbl. A.I.R. 400" V8	7½°B Ⓒ	7½°B Ⓒ	28-32°	.016"	AC 44S	.030"	Roch. Ⓒ	125
425" L.C. V8 2-Bbl. A.I.R.	7½°B Ⓒ	7½°B Ⓒ	28-32°	.016"	AC 45S	.030"	Roch. 2GC	126
425" L.C. V8 2-Bbl. A.I.R.	7½°B Ⓒ	7½°B Ⓒ	28-32°	.016"	AC 45S	.030"	Roch. 2GC	127
425" H.C. V8 2-Bbl. A.I.R.	5°B Ⓒ	5°B Ⓒ	28-32°	.016"	AC 44S	.030"	Roch. 2GC	128
425" H.C. V8 2-Bbl. A.I.R.	5°B Ⓒ	5°B Ⓒ	28-32°	.016"	AC 44S	.030"	Roch. 2GC	129
425" V8 4-Bbl. A.I.R. & C.C.S.	7½°B Ⓒ	7½°B Ⓒ	28-32°	.016"	AC 44S	.030"	Roch. 4MV	130
425" V8 4-Bbl. A.I.R. & C.C.S.	7½°B Ⓒ	7½°B Ⓒ	28-32°	.016"	AC 44S	.030"	Roch. 4MV	131
<b>PONTIAC</b>								
230" 6 Cyl. 1-Bbl. A.I.R.	5°B	5°B	31-34°	.019"	AC 44N	.035"	Roch. BV	132
230" 6 Cyl. 1-Bbl. A.I.R.	TDC	TDC	31-34°	.019"	AC 44N	.035"	Roch. BV	133
230" 6 Cyl. 4-Bbl. A.I.R.	5°B	5°B	31-34°	.019"	AC 44N	.035"	Roch. 4MV	134
230" 6 Cyl. 4-Bbl. A.I.R.	5°B	5°B	31-34°	.019"	AC 44N	.035"	Roch. 4MV	135
326" V8 2 & 4 Bbl. A.I.R. or C.C.S.	6°B	6°B	28-32°	.016"	AC 45S	.035"	Ⓒ	136
326" V8 2 & 4 Bbl. A.I.R. or C.C.S.	6°B	6°B	28-32°	.016"	AC 45S	.035"	Ⓒ	137
400" V8 2 & 4 Bbl. A.I.R. or C.C.S.	6°B	6°B	28-32°	.016"	AC 45S	.035"	Ⓒ	138
400" V8 2 & 4 Bbl. A.I.R. or C.C.S.	6°B	6°B	28-32°	.016"	AC 45S	.035"	Ⓒ	139
326" & 400" G.T.O. A.I.R.	6°B	6°B	28-32°	.016"	AC 44S	.035"	Car. AFB	140
326" & 400" G.T.O. A.I.R.	6°B	6°B	28-32°	.016"	AC 44S	.035"	Car. AFB	141
428" V8 4-Bbl. A.I.R.	6°B	6°B	28-32°	.016"	AC 44S	.035"	Roch. 4MV	142
428" V8 4-Bbl. A.I.R.	6°B	6°B	28-32°	.016"	AC 44S	.035"	Roch. 4MV	143

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

# 1967 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		
96	750	650	1400	High	1500	High	1 1/2 turn	
97	750	650		High	1500	High	1 1/2 turn	
98	575	475	1300	2nd	1400	2nd	1 1/2 turn	
99	625	550	1300	2nd	1500	2nd	1 1/2 turn	
100	575	475	1300	2nd	1400	2nd	1 1/2 turn	
101	625	550	1300	2nd	1400	2nd	1 1/2 turn	
102	600	525	2100	High	2100	High	1 1/2 turn	
103	625	550	2100	High	2100	High	1 1/2 turn	
104	575	475	1300	2nd	1300	2nd	1 1/2 turn	
105	625	550	1300	2nd	1400	2nd	1 1/2 turn	
106	.....	550	.....	2nd	1200	2nd	1 1/2 turn	
107	750	.....	.....	.....	.....	.....	1 1/2 turn	
108	750	.....	2100	.....	.....	.....	1 1/2 turn	
109	575	475	1300	2nd	1200	2nd	1 1/2 turn	
110	625	550	1200	2nd	1500	2nd	1 1/2 turn	
111	600	600	1200	2nd	1300	2nd	1 1/2 turn	
112	625	550	1300	2nd	1500	2nd	1 1/2 turn	
113	.....	475	.....	.....	1600	2nd	1 1/2 turn	
114	.....	500	.....	.....	1600	2nd	1 1/2 turn	
115	600	600	.....	.....	.....	.....	.....	① 5° B (L4 & F4 with IAY-4401 Distr.) TDC (F4 & IAY-4401A,B Distr.).  <i>Additional Jeep footnotes at bottom of page.</i>
116	550 ⑦	500 ⑦	⑧	.....	⑧	.....	.....	
117	590-600	590-600	2100	2nd	2100	2nd	.....	
118	500 ⑦	500 ⑦	⑧	.....	⑧	.....	.....	
119	550 ⑦	500 ⑦	1800	High	1800	2nd	.....	
120	500 ①	500 ①	②	.....	②	.....	1 1/2 turn	① With Air Cond. ON ② Correct when hot idle set ③ Set at 850 RPM. ④ AC 45S on L.C. (9.0-1 325 HP Engines). ⑤ 75 RPM higher on Air Cond. cars (Air Cond. OFF). ⑥ Roch. 2GC or 4MV. ⑦ 50 RPM higher on Air Cond. Cars. (Air Cond. OFF). ⑧ 500 RPM with Comfortron ON (when used). ⑨ 900 RPM (2-Bbl), 700 RPM (4-Bbl.) ⑩ 800 RPM with Comfortron ON
121	700	500 ①	②	.....	②	.....	1 1/2 turn	
122	600	500 ⑤	⑥	Low	⑥	Low	1 1/2 turn	
123	650	600	⑥	Low	⑥	Low	1 1/2 turn	
124	600	550 ⑦	⑧	Low	⑧	Low	1 1/2 turn	
125	650	600	⑧	Low	⑧	Low	1 1/2 turn	
126	550 ⑧	500 ⑧	900	Low	900	Low	1 1/2 turn	
127	600 ⑧	500 ⑧	900	Low	900	Low	1 1/2 turn	
128	550 ⑧	500 ⑧	900	Low	900	Low	1 1/2 turn	
129	600 ⑧	500 ⑧	900	Low	900	Low	1 1/2 turn	
130	.....	500 ⑧	700 ⑩	Low	700 ⑩	Low	2 turns	
131	.....	500 ⑧	700 ⑩	Low	700 ⑩	Low	2 turns	
132	600 ①	500 ①	2600	High	2800	High	1 1/2 turn	
133	700 ①	600 ①	2600	High	2800	High	1 1/2 turn	
134	600	500	2600	High	2800	High	1 1/2 turn	
135	700	600	2600	High	2800	High	1 1/2 turn	
136	600 ③	500 ③	2600	High	2800	High	1 1/2 turn	
137	700	600	2500	High	2500	High	1 1/2 turn	
138	600 ③	500 ③	2500	High	2800	High	1 1/2 turn	
139	700	600	2500	High	2500	High	1 1/2 turn	
140	700	600	2500	High	2500	High	2 turns	
141	700	600	2500	High	2500	High	2 turns	
142	700	600	2500	High	2500	High	2 turns	
143	700	600	2500	High	2500	High	2 turns	

**Jeep Additional Footnotes:** ④ Cam Angle 29-31° (D-R), 29°±3° (Prestolite).  
 ⑤ 5° B (Distr. 1110340), TDC (Distr. 1110366 & 444). ⑥ Roch. BC, 2G, or 2GC.  
 ⑦ 5° B (Distr. 1110376, IAY-4501,2), TDC (Distr. IAT-4502A). ⑧ 650-700 RPM on A.I.R. cars.  
 ⑨ No adjustment.