1968 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Synchro. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
AMERICAN MOTORS								
199" & 232" 6 Cyl. 1 Bbl.	TDC	5° BTDC	31-34°	.016"	CH. N14Y	.033-.037"	Car. RBS Hol. 1931	1
232" 6 Cyl. 2 Bbl.	TDC	⑤ TDC	31-34°	.016"	CH. N14Y	.033-.037"	Car. WCD	2
290" V8 2 Bbl.	TDC	TDC	29-31°	.016"	CH. N12Y	.033-.037"	Ford 6200 Car. WCD	3
290" V8 4 Bbl.	TDC	TDC	29-31°	.016"	CH. N12Y	.033-.037"	Car. AFB	4
343" V8 2 Bbl.	TDC	TDC	29-31°	.016"	CH. N12Y	.033-.037"	Ford 6200	5
343" & 390" V8 4 Bbl.	TDC	TDC	29-31°	.016"	CH. N12Y	.033-.037"	Car. AFB	6
BUICK								
250" 6 Cyl.	TDC	4° BTDC	32°	.019"	AC 46N	①	Roch. MV	7
350" V8 2 Bbl.	TDC	TDC	30°	.016"	AC 45TS	.030"	Roch. 2 GV	8
350" V8 4 Bbl.	TDC	TDC	30°	.016"	AC 45TS	.030"	Roch. 4MV	9
400" V8 4 Bbl.	2½° ATDC	TDC	30°	.016"	AC 44TS	.030"	Roch. 4MV	10
430" V8 4 Bbl.	–	TDC	30°	.016"	AC 44TS	.030"	Roch. 4MV	11
CADILLAC								
472" V8 4 Bbl.	–	5° BTDC	28-32°	.016"	AC 44N	.035"	Roch. 4MV	12
CHEVROLET								
153" 4 Cyl.	TDC	4° BTDC	31-34°	①.019"	AC 46N	.035"	Roch. M	13
230" & 250" 6 Cyl.	TDC	4° BTDC	31-34°	①.019"	AC 46N	.035"	Roch. MV	14
302" V8 4 Bbl.	4° BTDC	–	28-32°	①.019"	AC 43	.035"	Hol. 4150	15
307" V8 2 Bbl.	2° BTDC	–	28-32°	①.019"	AC 45	.035"	Roch. 2 GV	16
327" V8 210 HP	2° ATDC	2° BTDC	28-32°	①.019"	AC 44	.035"	Roch. 2 GV	17
327" V8 250 HP	4° BTDC	4° BTDC	28-32°	①.019"	AC44S	.035"	Roch. 4 MV	18
327" V8 275 HP	TDC	4° BTDC	28-32°	①.019"	AC 44	.035"	Roch. 4 MV	19
327" V8 300 HP	4° BTDC	4° BTDC	28-32°	①.019"	AC 44	.035"	Roch. 4 MV	20
327" V8 325 HP	⑪	–	28-32°	①.019"	AC 44	.035"	Roch. 4 MV	21
327" V8 350 HP	⑤4° BTDC	–	28-32°	①.019"	AC 44	.035"	Roch. 4 MV	22
350" V8 4 Bbl.	TDC	4° BTDC	28-32°	①.019"	AC 44	.035"	Roch. 4 MV	23
396" V8 325 HP	4° BTDC	4° BTDC	28-32°	①.019"	AC 43N	.035"	Roch. 4 MV	24
396" V8 350 HP	TDC	4° BTDC	28-32°	①.019"	AC 43N	.035"	Roch. 4 MV	25
396" V8 375 HP	4° BTDC	–	28-32°	①.019"	AC 43N	.035"	Hol. 4150	26
427" V8 385 & 390 HP	4° BTDC	4° BTDC	28-32°	①.019"	AC 43N	.035"	Roch. 4 MV	27
427" V8 400 HP	4° BTDC	4° BTDC	28-32°	①.019"	AC 43N	.035"	3-Hol. 2300	28
427" V8 425 HP	4° BTDC	–	28-32°	①.019"	AC 43N	.035"	Hol. 4150	29
427" V8 430 HP	12° BTDC	–	28-32°	①.019"	AC 43XL	.035"	Hol. 4150	30
427" V8 435 HP	4° BTDC	–	28-32°	①.019"	AC 43N	.035"	3-Hol. 2300	31
CHRYSLER CORP.								
170" 6 Cyl.	5° ATDC	2½° ATDC	40-45°	.017-.023"	CH. N14Y	.035"	Car. BBS	32
225" 6 Cyl.	TDC	TDC	40-45°	.017-.023"	CH. N14Y	.035"	Hol. 1920 Car. BBS	33
273" V8	5° ATDC	2½° ATDC	28-33°	.014-.019"	CH. N14Y	.035"	Car. BBD	34
318" V8	5° ATDC	2½° ATDC	28-33°	.014-.019"	CH. N9Y	.035"	Car. BBD	35
340" V8	TDC	5° BTDC	28-33°	.014-.019"	CH. N9Y	.035"	Car. AVS	36

SPARK PLUGS: AL–AUTOLITE, CH.–CHAMPION
CARBURETORS: Car.–CARTER, Hol.–HOLLEY, Roch.–ROCHESTER, Str.–STROMBERG

1968 Tune-Up Specifications

No.	HOT IDLE		FAST IDLE				Initial Idle Mixture	Air Fuel Ratio	Remarks
			Synchro Trans.		Auto. Trans.				
	Synchro Trans.	Auto. Trans.	RPM	Cam Step	RPM	Cam Step			
1	600	525	1600	①	1600	①	1 Turn	②	① Hol. 1931-2nd Car. RBS-High ② See Chevrolet ⑥ ③ Car. WCD-High; ④ Ford 6200–Index at 1600 RPM ⑤ Rogue-5° BTDC
2	600	525	1600	High	1600	High	1 Turn	②	
3	650	550	2000	③ ④	2000	③ ④	1 Turn	②	
4	650	550	2000	High	2000	High	2-3 Turns	②	
5	650	550	2000	④	2000	④	2-3 Turns	②	
6	650	550	2000	High	2000	High	2-3 Turns	②	
7	700	②500	720	Low	520	Low	1½ Turns	③	① .035"–Synchro .030"–Auto ② Set in drive ③ See Chevrolet ⑥
8	700	550	720	Low	570	Low	1½ Turns	③	
9	700	550	720	Low	570	Low	1½ Turns	③	
10	700	600	720	Low	570	Low	1½ Turns	③	
11	–	550	–	–	570	Low	1½ Turns	③	
12	–	550	–	–	①1900-1950	High	1½ Turns	②	① A/C off, trans. in neutral ② See Chevrolet ⑥
13	750	600	2400	High	2400	High	3 Turns	⑥	① Used points–.016" ② A/C on ③ Correct when hot idle set at specified RPM ④ Dist. 1111444-4° BTDC Dist. 1111478-8° BTDC ⑤ Dist. 1111475, 477-8° BTDC ⑥ A/F ratio not available, tune engine for smoothest idle with highest vacuum reading at leanest mixture setting
14	700	②500	2400	High	2400	High	3 Turns	⑥	
15	900	–	2200	High	–	–	3 Turns	⑥	
16	700	–	③	–	–	–	3 Turns	⑥	
17	700	600	③	–	③	–	3 Turns	⑥	
18	②700	600	2400	High	2400	High	3 Turns	⑥	
19	②700	600	2400	High	2400	High	3 Turns	⑥	
20	②700	600	2400	High	2400	High	3 Turns	⑥	
21	②755	–	2400	High	–	–	3 Turns	⑥	
22	②755	–	2400	High	–	–	3 Turns	⑥	
23	700	600	2400	High	2400	High	3 Turns	⑥	
24	②700	600	2400	High	2400	High	3 Turns	⑥	
25	②700	600	2400	High	2400	High	3 Turns	⑥	
26	②700	–	2200	High	–	–	3 Turns	⑥	
27	700	600	2400	High	2400	High	3 Turns	⑥	
28	750	600	2200	High	2400	High	3 Turns	⑥	
29	750	–	2200	High	–	–	3 Turns	⑥	
30	1000	–	2200	High	–	–	3 Turns	⑥	
31	750	–	2200	High	–	–	3 Turns	⑥	
32	①700	①650	1550	2nd	1700	2nd	1½ Turns	14.2	① Set idle with lights on.
33	①650	①650	1550	2nd	1550	2nd	1½ Turns	14.2	
34	700	650	1400	2nd	1600	2nd	1½ Turns	14.2	
35	650	600	1300	2nd	1500	2nd	1½ Turns	14.2	
36	700	650	1700	2nd	1400	2nd	1½ Turns	14.2	

1968 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Synchro. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
CHRYSLER CORP. (Cont.)								
383" V8 2 Bbl.	TDC	7½° BTDC	28-33°	.014-.019"	CH. J14Y	.035"	Car. BBD	1
383" V8 4 Bbl.	TDC	5° BTDC	28-33°	.014-.019"	CH. J14Y	.035"	Car. AVS	2
426" V8	TDC	7½° BTDC	③28-33°	.014-.019"	CH. N10Y	.035"	2-Car. AFB	3
440" V8	–	7½° BTDC	28-33°	.014-.019"	CH. J13Y	.035"	Hol. 4160	4
440" V8 HP	TDC	5° BTDC	③27-32°	.014-.019"	CH. J11Y	.035"	Car. AVS	5
CORVAIR								
95 HP 6 Cyl.	6° BTDC	14° BTDC	31-34°	①.019"	AC 46FF	.035"	Roch. HV	6
110 HP 6 Cyl.	4° BTDC	12° BTDC	31-34°	①.019"	AC 44FF	.030"	Roch. HV	7
140 HP 6 Cyl.	4° BTDC	4° BTDC	31-34°	①.019"	AC 44FF	.030"	2-Roch. H	8
FORD								
170" 6 Cyl.	6° BTDC	6° BTDC	35-40°	.027"	AL. BF82	.032-.036"	Car. YF	9
200" 6 Cyl.	6° BTDC	6° BTDC	35-40°	.027"	AL. BF82	.032-.036"	Ford 1100	10
240" 6 Cyl.	6° BTDC	6° BTDC	35-40°	.027"	AL. BF42	.032-.036"	Car. YF	11
289" V8 2 Bbl.	6° BTDC	6° BTDC	24-29°	.021"	AL. BF42	.032-.036"	Ford 2100	12
289" V8 HP	6° BTDC	6° BTDC	30-33°	.020"	AL. BF32	.032-.036"	Ford 2100	13
302" V8 2 Bbl.	6° BTDC	6° BTDC	24-29°	.021"	AL. BF42	.032-.036"	Ford 2100	14
302" V8 4 Bbl.	6° BTDC	6° BTDC	③24-29°	③.021"	AL. BF42	.032-.036"	Ford 4300	15
390" V8 2 Bbl.	6° BTDC	6° BTDC	⑪26-31°	⑪.017"	AL. BF42	.032-.036"	Ford 2100	16
390" V8 4 Bbl.	6° BTDC	6° BTDC	24-29°	.021"	AL. BF42	.032-.036"	Ford 4300	17
390" V8 GT	6° BTDC	6° BTDC	26-31°	.016"	AL. BF32	.032-.036"	Hol. 4150	18
427" V8 4 Bbl.	–	6° BTDC	26-31°	.017"	AL. BF42	.032-.036"	Hol. 4150	19
428" V8 4 Bbl.	6° BTDC	6° BTDC	⑤24-29°	⑤.021"	AL. BF42	.032-.036"	Ford 4300	20
428" V8 Police	–	6° BTDC	26-31°	.017"	AL. BF32	.032-.036"	Ford 4100	21
428" V8 C.J.	6° BTDC	6° BTDC	26-31°	.017"	AL. BF32	.032-.036"	Ford 4300	22
429" V8 4 Bbl.	–	6° BTDC	26-31°	.017"	AL.BF42	.032-.036"	Ford 4300	23
460" V8 4 Bbl.	–	10° BTDC	26-31°	.017"	AL. BF42	.032-.036"	Ford 4300	24
462" V8 4 Bbl.	–	10° BTDC	26-31°	.017"	AL. BT42	.032-.036"	Car. AFB	25
OLDSMOBILE								
250" L6	TDC	4° BTDC	31-34°	.019"	AC 46N	.035"	Roch. MV	26
350" V8 2 Bbl.	5° BTDC	5° BTDC	28-32°	.016"	AC 45S	.030"	Roch. 2GC	27
350" V8 4 Bbl.	7½° BTDC	7½° BTDC	28-32°	.016"	AC 44S	.030"	Roch. 4MV	28
400" V8 2 Bbl.	5° BTDC	5° BTDC	28-32°	.016"	AC 45S	.030"	Roch. 2GC	29
400" V8 4 Bbl.	⑫2.5 BTDC	7½° BTDC	28-32°	.016"	AC 45S	.030"	Roch. 4MV	30
455" V8 310 HP-2 Bbl.	③5° BTDC	③5° BTDC	28-32°	.016"	AC 45S	.030"	Roch. 2GC	31
455" V8 4 Bbl.	⑪7½° BTDC	⑪7½° BTDC	28-32°	.016"	AC 45S	.030"	Roch. 4MV	32
PONTIAC								
250" 6 Cyl. 1 Bbl.	TDC	TDC	32°	.019"	AC 44N	.035"	Roch. MV	33
250" 6 Cyl. 4 Bbl.	5° BTDC	5° BTDC	32°	.019"	AC 44N	.035"	Roch. 4MV	34
All V8	9° BTDC	9° BTDC	32°	.016"	AC 45S	.035"	Roch. 2 GV Roch 4MV	35

SPARK PLUGS: AL–AUTOLITE, CH.–CHAMPION
CARBURETORS: Car.–CARTER, Hol.–HOLLEY, Roch.–ROCHESTER, Str.–STROMBERG

1968 Tune-Up Specifications

No.	HOT IDLE		FAST IDLE				Initial Idle Mixture	Air Fuel Ratio	Remarks
			Synchro Trans.		Auto. Trans.				
	Synchro Trans.	Auto. Trans.	RPM	Cam Step	RPM	Cam Step			
1	650	600	1600	2nd	1600	2nd	1½ Turns	14.2	④ Trans. in Neutral
2	650	650	1600	2nd	1600	2nd	1½ Turns	14.2	
3	750	750	1800	2nd	1800	2nd	1½ Turns	14.2	
4	–	600	–	–	1400	2nd	1¼ Turns	14.2	
5	650	650	1600	–	④1400	2nd	1-2 Turns	14.2	
6	700	600	②	2nd	②	2nd	1 Turn	③	① Used points – .016"
7	700	600	②	2nd	②	2nd	1 Turn	③	② .075" between idle screw and throttle lever.
8	650	550	②	2nd	②	2nd	1 Turn	③	③ See Chevrolet ⑥
9	700	550	①	–	①	–	1½ Turns	②	① Bench adjustment on Car.
10	700	550	1400	Center	1500	Center	1½ Turns	②	② See *Notes at end of this Section.*
11	600	500	①	–	①	–	1½ Turns	②	③ 302" 4 Bbl. Auto set: Dist. gap–.017" Cam Angle–26-31°
12	625	550	1200	Center	1400	Center	1½ Turns	②	④ Reg. fuel with Synchro: Dist. gap–.021" Cam angle–24-29°
13	625	550	1200	Center	1400	Center	1½ Turns	②	⑤ Auto. Trans. Dist. gap–.017" Cam angle–26-31°
14	625	550	1200	Center	1400	Center	1½ Turns	②	
15	625	550	1250	Center	1400	Center	1½ Turns	②	
16	625	550	1300	Center	1500	Center	1½ Turns	②	
17	625	550	1300	Center	1400	Center	1½ Turns	②	
18	700	550	1900	Center	2100	Center	1½ Turns	②	
19	–	600	–	–	2100	Center	1½ Turns	②	
20	625	550	1300	Center	1400	Center	1½ Turns	②	
21	–	600	–	–	1350	Center	1½ Turns	②	
22	700	750	1900	Center	2100	Center	1½ Turns	②	
23	–	550	–	–	1500	High	1½ Turns	②	
24	–	550	–	–	1500	High	3½ Turns	②	
25	–	550	–	–	1500	High	3½ Turns	②	
26	①	①	650	Low	650	Low	5 Turns	⑤	① *See Notes at end of this Section.*
27	①	①	900	Low	900	Low	2 Turns	⑤	② Double snorkel at 1300 RPM
28	675	575	700	Low	700	Low	2 Turns	⑤	③ 320 HP set at 7½° BTDC
29	625	575	900	Low	②900	Low	2 Turns	⑤	④ Double snorkel set at 10°BTDC
30	695	725	900	Low	②900	Lc ✓	2 Turns	⑤	⑤ See Chevrolet ⑥
31	695	725	900	Low	②900	Low	2 Turns	⑤	
32	–	575	700	Low	700	Low	2 Turns	⑤	
33	①	①	2400	Top	2400	Top	5 Turns	③	① *See Notes at end of this Section.*
34	①	①	2600	Top	2800	Top	2 Turns	③	② RAM Air set at 2800
35	①	①	②2500	Top	②2500	Top	6 Turns	③	③ See Chevrolet ⑥