

1970 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. 232" 6 Cyl. 2 Bbl. 304" V8 2 Bbl. 360" V8 2 Bbl. 360" V8 4 Bbl. 390" V8 4 Bbl. | 3° BTDC ⊗ | 3° BTDC ⊗ | 31-34° | .016" | CH. N14Y | .033-.037" | Car. YF | 1 | |
| | 3° BTDC ⊗ | 3° BTDC ⊗ | 31-34° | .016" | CH. N14Y | .033-.037" | Car. WCD | 2 | |
| | 5° BTDC ⊗ | 5° BTDC ⊗ | 29-31° | .016" | CH. N12Y | .033-.037" | Ford 2100D | 3 | |
| | 5° BTDC ⊗ | 5° BTDC ⊗ | 29-31° | .016" | CH. N12Y | .033-.037" | Ford 2100D | 4 | |
| | 5° BTDC ⊗ | 5° BTDC ⊗ | 29-31° | .016" | CH. N12Y | .033-.037" | Ford 4300 | 5 | |
| | ⊗ | ⊗ | 29-31° | .016" | CH. N12Y | .033-.037" | Ford 4300 | 6 | |
| BUICK 250" 6 Cyl. 350" V8 2 Bbl. 350" V8 4 Bbl. 455" V8 4 Bbl. 455" V8 Stage I | 0° TDC | 4° BTDC | 30-34° | .019" | AC R46N | .035" | Roch. MV | 7 | |
| | 6° BTDC | 6° BTDC | 29-31° | .016" | AC R45TS | .030" | Roch. 2GV | 8 | |
| | 6° BTDC | 6° BTDC | 29-31° | .016" | AC R45TS | .030" | Roch. 4MV | 9 | |
| | 6° BTDC | 6° BTDC | 29-31° | .016" | AC R44TS | .030" | Roch. 4MV | 10 | |
| | 10° BTDC | 10° BTDC | 29-31° | .016" | AC R44TS | .030" | Roch. 4MV | 11 | |
| CADILLAC 472" V8 500" V8 | - | 7.5° BTDC | 28-32° | .016" | AC R46N | .035" | Roch. 4MV | 12 | |
| | - | 7.5° BTDC | 28-32° | .016" | AC R46N | .035" | Roch. 4MV | 13 | |
| CHEVROLET 153" 4 Cyl. 230" & 250" 6 Cyl. 307" V8 200 HP. 350" V8 250 HP. 350" V8 300 HP. 350" V8 350 HP. 350" V8 350 HP. ⊕ 350" V8 360 & 370 HP. ⊕ 400" V8 265 HP. 402" V8 330 HP. ⊕ 402" V8 350 HP. ⊕ 402" V8 375 HP. ⊕ 454" V8 345 HP. 454" V8 360 & 390 HP. 454" V8 450 & 460 HP. ⊕ | 0° TDC | 4° BTDC | 31-34° | ⊕.019" | ⊕AC R46N | .035" | Roch. M | 14 | |
| | 0° TDC | 4° BTDC | 31-34° | ⊕.019" | AC R46T | .035" | Roch. MV | 15 | |
| | 2° BTDC | 8° BTDC | 28-32° | ⊕.019" | AC R43 | .035" | Roch. 2GV | 16 | |
| | 0° TDC | 4° BTDC | 28-32° | ⊕.019" | AC R44 | .035" | Roch. 2GV | 17 | |
| | 0° TDC | 4° BTDC | 28-32° | ⊕.019" | AC R44 | .035" | Roch. 4MV | 18 | |
| | 4° BTDC | - | 28-32° | ⊕.019" | AC R44 | .035" | Roch. 4MV | 19 | |
| | 4° BTDC | 8° BTDC | 28-32° | ⊕.019" | AC R43 | .035" | Roch. 4MV | 20 | |
| | 4° BTDC | 4° BTDC | 28-32° | ⊕.019" | AC R43 | .035" | Hol. 4150 | 21 | |
| | 4° BTDC | 4° BTDC | 28-32° | ⊕.019" | AC R44 | .035" | Roch. 2GV | 22 | |
| | 4° BTDC | 4° BTDC | 28-32° | ⊕.019" | AC R44T | .035" | Roch. 4MV | 23 | |
| | 0° TDC | 4° BTDC | 28-32° | ⊕.019" | AC R44T | .035" | Roch. 4MV | 24 | |
| | 4° BTDC | 4° BTDC | 28-32° | ⊕.019" | AC R43T | .035" | Hol. 4150 | 25 | |
| | 6° BTDC | 6° BTDC | 28-32° | ⊕.019" | AC R44T | .035" | Roch. 4MV | 26 | |
| | 6° BTDC | 6° BTDC | 28-32° | ⊕.019" | AC R43T | .035" | Roch. 4MV | 27 | |
| | 4° BTDC | 4° BTDC | 28-32° | ⊕.019" | AC R43T | .035" | Hol. 4150 | 28 | |
| | CHRYSLER CORP. 198" 6 Cyl. 225" 6 Cyl. 318" V8 340" V8 383" V8 2-Bbl. 383" V8 2-Bbl. 383" V8 4-Bbl. 383" V8 4-Bbl. HP. 440" V8 4-Bbl. 440" V8 Hi Perf. 440" V8 3 2-Bbl. 426" Hemi-Hd. | 2½° BTDC | TDC | 41-46° | .017-.023" | CH. N14Y | .035" | Car. BBS | 29 |
| | | TDC | TDC | 41-46° | .017-.023" | CH. N14Y | .035" | Hol. 1920 | 30 |
| | | TDC | TDC | 30-34° | .014-.019" | CH. N14Y | .035" | Car. BBD | 31 |
| | | 5° BTDC | 5° BTDC | ⊕30-34° | .014-.019" | CH. N9Y | .035" | Car. AVS | 32 |
| TDC | | 2½° BTDC | 28½-32½° | .016-.021" | CH. J14Y | .035" | Car. BBD | 33 | |
| - | | 2½° BTDC | 28½-32½° | .016-.021" | CH. J14Y | .035" | Hol. 2210 | 34 | |
| TDC | | 2½° BTDC | 28½-32½° | .016-.021" | CH. J11Y | .035" | Car. AVS | 35 | |
| TDC | | 2½° BTDC | 28½-32½° | .016-.021" | CH. J11Y | .035" | Hol. 4160 | 36 | |
| - | | 5° BTDC | 28½-32½° | .016-.021" | CH. J13Y | .035" | Hol. 4160 | 37 | |
| TDC | | 2½° BTDC | 28½-32½° | .016-.021" | CH. J11Y | .035" | Car. AVS | 38 | |
| 5° BTDC | | 5° BTDC | ⊕ | .014-.019" | CH. J11Y | .035" | (3)Hol. 2300 | 39 | |
| TDC | | 5° BTDC | ⊕ | .014-.019" | CH. N10Y | .035" | (2)Car. AFB | 40 | |
| FORD MOTOR CO. 170" 6 Cyl. 200" 6 Cyl. 240" 6 Cyl. 240" (Taxi & Police) 250" 6 Cyl. | | 6° BTDC | 6° BTDC | ⊕ | ⊕ | AL. BF-82 | .032-.036" | Car. YF | 41 |
| | | 6° BTDC | 6° BTDC | ⊕ | ⊕ | AL. BF-82 | .032-.036" | Car. YF | 42 |
| | 6° BTDC | 6° BTDC | ⊕ | ⊕ | AL. BF-42 | .032-.036" | Car. YF | 43 | |
| | 6° BTDC | 6° BTDC | ⊕ | ⊕ | AL. BT F6 | .032-.036" | Car. YF | 44 | |
| | 6° BTDC | 6° BTDC | ⊕ | ⊕ | AL. BF-82 | .032-.036" | Car. RBS | 45 | |

SPARK PLUGS: AL - AUTOLITE. CH. - CHAMPION.

CARBURETORS: Car. - CARTER. Hol. - HOLLEY. Roch. - ROCHESTER.

1970 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 | 550 | 2300 | High | 2300 | High | ③ | 14:1 | ① - 13.5:1 "Air Guard". ② - Timing set at 500RPM. On 390" set 5° BTDC before Engine Code 290x26, TDC on 209 x 26 and on. ③ - Limiter Caps used. | |
| 2 | 600 | 550 | 2000 | High | 2000 | High | ③ | 14:1 | | |
| 3 | 650 | 600 | 1600 | 2nd | 1600 | 2nd | ③ | ①14:1 | | |
| 4 | 650 | 600 | 1600 | 2nd | 1600 | 2nd | ③ | ①14:1 | | |
| 5 | 650 | 600 | 1600 | 2nd | 1600 | 2nd | ③ | ①14:1 | | |
| 6 | 650 | 600 | 1600 | 2nd | 1600 | 2nd | ③ | ①14:1 | | |
| 7 | 750/400 | 600/400 | 900 | Low | 650 | Low | 4 Turns | ② | ② - Air/fuel ratio not available. Tune engine for smoothest idle with highest vacuum reading at leanest mixture setting. | |
| 8 | 700 | 600 | 720 | Low | 650 | Low | 2 Turns | ② | | |
| 9 | 700 | 600 | 720 | Low | 650 | Low | 2 Turns | ② | | |
| 10 | 700 | 600 | 720 | Low | 650 | Low | 2 Turns | ② | | |
| 11 | 700 | 600 | 720 | Low | 650 | Low | 2 Turns | ② | | |
| 12 | - | 600 | - | - | ①1900-1950 | High | 6 Turns | ② | ① - Trans. in Neutral, Air cond. off. ② - See Buick ② | |
| 13 | - | 600 | - | - | ①1900-1950 | High | 6 Turns | ② | | |
| 14 | 750 | 650 | 2400 | High | 2400 | High | - | ⑧ | ① - .016" for used points. ② - Colder use ACR44N. ④ - Corvette. ⑤ - 360 HP (Camaro), 370 HP (Corvette). ⑥ - 396" & 400" Engine with 3.76" stroke. ⑦ - 450 HP (except Corvette), 460 HP (Corvette). ⑧ - Air/fuel ratio not available. Tune engine for smoothest idle with highest vacuum reading at leanest mixture setting. | |
| 15 | 750/400 | 600/400 | 2400 | High | 2400 | High | 4 Turns | ⑧ | | |
| 16 | 700/450 | 600/450 | - | - | - | - | 4 Turns | ⑧ | | |
| 17 | 750/450 | 600/450 | - | - | - | - | 4 Turns | ⑧ | | |
| 18 | 700 | 600 | 2400 | 2nd | 2400 | 2nd | 4 Turns | ⑧ | | |
| 19 | 750 | - | 2400 | 2nd | - | - | - | ⑧ | | |
| 20 | 750 | - | - | - | - | - | - | ⑧ | | |
| 21 | 300 | 750 | 2200 | High | 2200 | High | - | ⑧ | | |
| 22 | 700/400 | 600/400 | - | - | - | - | 4 Turns | ⑧ | | |
| 23 | 700 | 600 | 2400 | 2nd | 2400 | 2nd | 4 Turns | ⑧ | | |
| 24 | 700 | 600 | 2400 | 2nd | 2400 | 2nd | 4 Turns | ⑧ | | |
| 25 | 750 | 700 | 2200 | High | 2200 | High | - | ⑧ | | |
| 26 | - | 600 | 2400 | 2nd | 2400 | 2nd | 4 Turns | ⑧ | | |
| 27 | 700 | 600 | 2400 | 2nd | 2400 | 2nd | 4 Turns | ⑧ | | |
| 28 | 700 | 700 | 2200 | High | 2200 | High | ④ | ⑧ | | |
| 29 | 750 | 750 | 1800 | - | 1800 | - | ⑩ | 14.2:1 | | ① - Taxis 650 RPM. ② - Taxis 1700 RPM. ③ - Dual points set to 27-32° each for combined dwell of 37-42°. ④ - Limiter Caps used. |
| 30 | ⑩700 | 650 | ⑩1600 | - | ⑩1800 | - | ⑩ | 14.2:1 | | |
| 31 | 750 | 700 | 1600 | 2nd | 2000 | 2nd | ⑩ | 14.2:1 | | |
| 32 | 950 | 900 | 2000 | 2nd | 2000 | 2nd | ⑩ | 14.2:1 | | |
| 33 | 750 | 650 | 1700 | 2nd | 1700 | 2nd | ⑩ | 14.2:1 | | |
| 34 | - | 650 | - | - | 1700 | 2nd | ⑩ | 14.2:1 | | |
| 35 | - | 700 | - | - | 1700 | 2nd | ⑩ | 14.2:1 | | |
| 36 | 750 | 750 | 2000 | 2nd | 1800 | 2nd | ⑩ | 14.2:1 | | |
| 37 | - | 650 | - | - | 1600 | 2nd | ⑩ | 14.2:1 | | |
| 38 | 900 | 800 | 2000 | 2nd | 1800 | 2nd | ⑩ | 14.2:1 | | |
| 39 | 900 | 900 | 2200 | 2nd | 1800 | 2nd | ⑩ | 14.2:1 | | |
| 40 | 900 | 900 | 2000 | 2nd | 2000 | 2nd | ⑩ | 14.2:1 | | |
| 41 | ⑩750 | ⑩550 | - | - | - | - | ⑪ | 14.45:1 | ① - Dual diaphragm dist. 35-40° cam angle, .027" point gap. Single diaphragm dist. 37-42° cam angle, .025" point gap. Cont. on Page T-41. | |
| 42 | ⑩750 | ⑩550 | - | - | - | - | ⑪ | ⑫ | | |
| 43 | 800/500 | 500 | - | - | - | - | ⑪ | ⑫ | | |
| 44 | 800/500 | 500 | - | - | - | - | ⑪ | ⑫ | | |
| 45 | 750/500 | ⑩600/500 | - | - | - | - | ⑪ | 14.2:1 | | |

⊗ - Idle Solenoid used; Higher RPM (Solenoid Connected), Lower RPM (Solenoid Disconnected).

1970 Tune-Up Specifications

| ENGINE | IGNITION TIMING | | DISTRIBUTOR | | SPARK PLUGS | | CARBURETOR | No. |
|-----------------------------------|----------------------|----------------------|-------------|----------------|--------------------|----------------|------------------------|----------|
| | Synchro. Trans. | Auto. Trans. | Cam Angle | Point Gap | Type | Gap | Make & Type | |
| FORD MOTOR CO. (Cont.) | | | | | | | | |
| 302" | 6° BTDC | 6° BTDC | Ⓣ | Ⓣ | AL.BF-42 | .035" | Ford 2100D | 46 |
| 302" Boss | 16° BTDC | — | Ⓣ | .020" | AL.AF-32 | .035" | Hol. 4150C | 47 |
| 351" C 2-Bbl. | 6° BTDC | 6° BTDC | Ⓣ | Ⓣ | AL.AF-42 | .035" | Ford 2100D | 48 |
| 351" C 4-Bbl. | 6° BTDC | 6° BTDC | Ⓣ | Ⓣ | ⓉAL.AF-42 | .035" | Ford 4300 | 49 |
| 351" W 2-Bbl. | 6° BTDC | 10° BTDC | Ⓣ | Ⓣ | AL.BF-42 | .035" | Ford 2100D | 50 |
| 390" 2-Bbl. | 6° BTDC | 6° BTDC | Ⓣ | Ⓣ | AL.BF-42 | .035" | Ford 2100D | 51 |
| 428" Police | — | 6° BTDC | Ⓣ | Ⓣ | AL.BF-32 | .035" | Ford 4300 | 52 |
| 428" CJ & SCJ | 6° BTDC | 6° BTDC | Ⓣ | .020" | AL.BF-32 | .035" | Hol. 4150C | 53 |
| 429" 2-Bbl. | 4° BTDC | 4° BTDC | Ⓣ | Ⓣ | AL.BF-42 | .035" | Ford 2100D | 54 |
| 429" 4-Bbl. | 4° BTDC | 4° BTDC | Ⓣ | Ⓣ | ⓉAL.BF-42 | .035" | Ford 4300 | 55 |
| 429" CJ | 10° BTDC | 10° BTDC | Ⓣ | Ⓣ | AL.AF-32 | .035" | Roch. 4MV | 56 |
| 429" SCJ | 10° BTDC | 10° BTDC | Ⓣ | Ⓣ | AL.AF-32 | .035" | Hol. 4150C | 57 |
| 429" Boss | 10° BTDC | — | Ⓣ | .020" | AL.AF-32 | .035" | Hol. 4150C | 58 |
| 460" (Lincoln) | — | 4° BTDC | 26-31° | .017" | AL.BF-42 | .035" | Ford 4300 | 59 |
| JEEP | | | | | | | | |
| F-134 4 Cyl. | 0° TDC | 0° TDC | 42° | .020" | CH. J8 | .030" | Car. YF | 60 |
| 232" 6 Cyl. | 3° BTDC | 3° BTDC | 31-34° | .016" | CH. N-14Y | .035" | Car. RBS | 61 |
| 225" V-6 | 0° TDC | 0° TDC | 26-32° | .016" | AC 44-S | .035" | Roch. 2GC | 62 |
| 350" V-8 | 5° BTDC | 5° BTDC | 30° | .016" | AC R45TS | .030" | Roch. 2GV | 63 |
| OLDSMOBILE | | | | | | | | |
| 250" 6 Cyl. | TDC | 4° BTDC | 31-34° | Ⓣ.019" | AC R46T | .035" | Roch MV | 64 |
| 350" V8 2-Bbl. | | | | | | | | |
| F-85 & Cutlass 88 & 98 | 10° BTDC 8° BTDC | 10° BTDC 8° BTDC | 30° 30° | .016" .016" | AC R46S AC R46S | .030" .030" | Roch. 2GC Roch. 2GC | 65 66 |
| 350" V8 4-Bbl. All (Std.) | 10° BTDC | 10° BTDC | 30° | .016" | AC R45S | .030" | Roch. 4MC | 67 |
| With Air Ind. Ⓣ | 14° BTDC | 14° BTDC | 30° | .016" | AC R43S | .030" | Roch. 4MC | 68 |
| 455" V8 2-Bbl. | 8° BTDC | 8° BTDC | 30° | .016" | ⓉAC R45S | .030" | Roch. 2GC | 69 |
| 455" V8 4-Bbl. | | | | | | | | |
| F-85 & Cutlass With Air Ind. Ⓣ | 12° BTDC Ⓣ8° BTDC | 12° BTDC Ⓣ8° BTDC | 30° 30° | .016" .016" | AC R44S AC R44S | .030" .030" | Roch. 4MC Roch. 4MC | 70 71 |
| Vista Cruiser | — | 8° BTDC | 30° | .016" | AC R45S | .030" | Roch. 4MC | 72 |
| Police (W-33 Eng.) | — | 12° BTDC | 30° | .016" | AC R44S | .030" | Roch. 4MC | 73 |
| 88 & 98 | — | 8° BTDC | 30° | .016" | AC R45S | .030" | Roch. 4MC | 74 |
| With Air Ind. Ⓣ | 8° BTDC | 8° BTDC | 30° | .016" | AC R44S | .030" | Roch. 4MC | 75 |
| Toronado | — | 8° BTDC | 30° | .016" | AC R45S | .030" | Roch. 4MC | 76 |
| With Air Ind. Ⓣ | — | 12° BTDC | 30° | .016" | AC R44S | .030" | Roch. 4MC | 77 |
| PONTIAC | | | | | | | | |
| 250" 6 Cyl. | TDC | 4° BTDC | 31-34° | Ⓣ.019" | AC R46T | .035" | Roch. MV | 78 |
| 350" V8 2-Bbl. | 9° BTDC | 9° BTDC | 30° | Ⓣ.019" | AC R46S | .035" | Roch. 2GV | 79 |
| 400" V8 2-Bbl. | 9° BTDC | 9° BTDC | 30° | Ⓣ.019" | AC R45S | .035" | Roch. 2GV | 80 |
| 400" V8 4-Bbl. | 9° BTDC | 9° BTDC | 30° | Ⓣ.019" | AC R45S | .035" | Roch. 4MV | 81 |
| 400" V8 Ram Air IV | 15° BTDC | 15° BTDC | 30° | Ⓣ.019" | AC R44S | .035" | Roch. 4MV | 82 |
| 455" V8 4-Bbl. | 9° BTDC | 9° BTDC | 30° | Ⓣ.019" | AC R45S | .035" | Roch. 4MV | 83 |

SPARK PLUGS: AL - AUTOLITE. CH. - CHAMPION.

CARBURETORS: Car. - CARTER. Hol. - HOLLEY. Roch. - ROCHESTER.

1970 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 | | | |
| 46 | 800/500 | Ⓣ600/500 | 1400 | 2nd | 1500 | 2nd | Ⓜ | Ⓜ | Ⓜ - Dual diaphragm dist. 24-29° cam angle, .021" point gap. Single diaphragm dist. 26-31° cam angle, .017" point gap. Ⓝ - Dual points set to 25½-26° each for combined dwell of 30-33°. Ⓞ - Air cond. & solenoid, 850/500 synchro 600/500 auto. Ⓟ - AF-42 to correct plug fouling. Ⓠ - BRF-42 (T-Bird). <i>Additional footnotes at bottom of page.</i> |
| 47 | 800/500 | - | 2150 | 2nd | - | - | Ⓜ | 13.5:1 | |
| 48 | 900/500 | Ⓣ600/500 | 1500 | 2nd | 1500 | 2nd | Ⓜ | Ⓜ | |
| 49 | 800/500 | Ⓣ600/500 | 1250 | 2nd | 1400 | 2nd | Ⓜ | Ⓜ | |
| 50 | 750/500 | Ⓣ600/500 | 1300 | 2nd | 1600 | 2nd | Ⓜ | Ⓜ | |
| 51 | 750/500 | Ⓣ600/500 | 1400 | 2nd | 1500 | 2nd | Ⓜ | Ⓜ | Ⓝ - Dual points set to 25½-26° each for combined dwell of 30-33°. Ⓞ - Air cond. & solenoid, 850/500 synchro 600/500 auto. Ⓟ - AF-42 to correct plug fouling. Ⓠ - BRF-42 (T-Bird). <i>Additional footnotes at bottom of page.</i> |
| 52 | - | Ⓣ600/500 | - | - | 1600 | 2nd | Ⓜ | 14.3:1 | |
| 53 | Ⓣ725/500 | Ⓣ675/500 | 1900 | 2nd | 2100 | 2nd | Ⓜ | Ⓜ | |
| 54 | - | Ⓣ600/500 | - | - | 1400 | 2nd | Ⓜ | Ⓜ | |
| 55 | 700 | 600 | 1400 | - | 1300 | 2nd | Ⓜ | Ⓜ | |
| 56 | Ⓣ700/500 | Ⓣ650/500 | 750 | 3rd | 1850 | 2nd | Ⓜ | Ⓜ | Ⓝ - Dual points set to 25½-26° each for combined dwell of 30-33°. Ⓞ - Air cond. & solenoid, 850/500 synchro 600/500 auto. Ⓟ - AF-42 to correct plug fouling. Ⓠ - BRF-42 (T-Bird). <i>Additional footnotes at bottom of page.</i> |
| 57 | 700/500 | 650/500 | 2400 | 2nd | 2200 | 2nd | Ⓜ | - | |
| 58 | 700/500 | - | 2200 | 2nd | - | - | Ⓜ | 14.2:1 | |
| 59 | - | 600 | - | - | 1250 | Index | 1½ Turns | 12.05:1 | |
| 60 | Ⓜ 700-750 | Ⓜ 700-750 | - | - | - | - | Ⓜ | - | Ⓜ - In Neutral (All Transmissions) Ⓝ - Limiter caps used. |
| 61 | Ⓜ 650-700 | Ⓜ 650-700 | - | - | - | - | Ⓜ | - | |
| 62 | Ⓜ 650-700 | Ⓜ 650-700 | - | - | - | - | 2 Turns | - | |
| 63 | Ⓜ 650-700 | Ⓜ 650-700 | - | - | - | - | Ⓜ | - | |
| 64 | 750/400 | 600/400 | 750 | Low | 900 | Low | 4 Turns | Ⓞ | Ⓜ - .016" for used points. Ⓝ - R46S on 88 & 98 models. Ⓞ - 12° BTDC at 850RPM with super prem. fuel. Ⓟ - 10° BTDC at 850 RPM with super prem. fuel. Ⓠ - W-31 Engine. Ⓡ - W-30 Engine. Ⓢ - W-34 Engine. Ⓣ - Air/fuel ratio not available. Tune engine for smoothest idle with highest vacuum reading at leanest mixture setting. |
| 65 | 750 | 575 | 900 | Low | 900 | Low | 6 Turns | Ⓞ | |
| 66 | 675 | 575 | 900 | Low | 900 | Low | 6 Turns | Ⓞ | |
| 67 | 650 | 575 | 1000 | Low | 1000 | Low | 6 Turns | Ⓞ | |
| 68 | 750 | 625 | 1000 | Low | 1000 | Low | 6 Turns | Ⓞ | |
| 69 | 675 | 575 | 900 | Low | 900 | Low | 6 Turns | Ⓞ | |
| 70 | 750 | 600 | 1000 | Low | 950 | Low | 6 Turns | Ⓞ | |
| 71 | 750 | 600 | 1000 | Low | 1050 | Low | 6 Turns | Ⓞ | |
| 72 | - | 575 | - | - | 950 | Low | 6 Turns | Ⓞ | |
| 73 | - | 600 | - | - | 950 | Low | 6 Turns | Ⓞ | |
| 74 | - | 575 | - | - | 950 | Low | 6 Turns | Ⓞ | |
| 75 | - | 600 | - | - | 950 | Low | 6 Turns | Ⓞ | |
| 76 | - | 600 | - | - | 950 | Low | 6 Turns | Ⓞ | |
| 77 | - | 600 | - | - | 950 | Low | 6 Turns | Ⓞ | |
| 78 | 750/400 | 600/400 | 2400 | High | 2400 | High | 3-5 Turns | Ⓞ | Ⓜ - .016" for used points. Ⓝ - Air/fuel ratio not available. Tune engine for smoothest idle with highest vacuum reading at leanest mixture setting. |
| 79 | 800 | 650 | - | - | - | - | 3-5 Turns | Ⓞ | |
| 80 | 800 | 650 | - | - | - | - | 3-5 Turns | Ⓞ | |
| 81 | 950 | 650 | 2000 | High | 2000 | High | 3-5 Turns | Ⓞ | |
| 82 | 1000/650 | 750/500 | 2800 | High | 2800 | High | 3-5 Turns | Ⓞ | |
| 83 | 950 | 650 | 2000 | High | 2000 | High | 3-5 Turns | Ⓞ | |

⊗ - Idle Solenoid used: Higher RPM (Solenoid Connected), Lower RPM (Solenoid Disconnected).

Ⓜ - Ford Motor Co. Air/Fuel Ratios

Ford Motor Co. Additional Footnotes

- Ⓜ - Set at higher RPM (cars without solenoid).
- Ⓝ - 550 RPM (cars without solenoid).
- Ⓞ - 575 RPM (cars without solenoid).
- Ⓟ - 590 RPM (cars without solenoid).
- Ⓠ - Limiter caps used.

| | Synchro-mesh | Auto. Trans. |
|---------------|--------------|--------------|
| 200" 6 | 14.45:1 | 14.2:1 |
| 240" 6 | 14.45:1 | 14.7:1 |
| 302" 2-Bbl. | 14.0:1 | 13.8:1 |
| 351" C 2-Bbl. | 14.0:1 | 14.0:1 |
| 351" C 4-Bbl. | 14.4:1 | 14.5:1 |
| 351" W 2-Bbl. | 14.0:1 | 14.0:1 |
| 390" 2-Bbl. | 14.1:1 | 14.4:1 |
| 428" CJ & SCJ | 13.8:1 | 14.3:1 |
| 429" 2-Bbl. | | 13.5:1 |
| 429" 4-Bbl. | 14.5:1 | 14.5:1 |
| 429" CJ | 14.4:1 | 14.5:1 |

CJ - Cobra Jet
SCJ - Super Cobra Jet