1971 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
AMERICAN MOTORS								
232", 258" 6 Cyl.	3° B ①	5° B ①	31-34°	.016"	CH. N-14Y	.035"	Car. YF	1
304", 360" V8 2-Bbl.	2.5° B ①	2.5° B ①	29-31°	.016"	CH. N-12Y	.035"	Ford 2100D	2
360", 401" V8 4-Bbl.	2.5° B ①	2.5° B ①	29-31°	.016"	CH. N-12Y	.035"	Ford 4300	3
BUICK								
250" 6 Cyl.	4° B	4° B	30-34°	.019"	AC R46TS	.035"	Roch. MV	4
350" V8 2-Bbl.	6° B ①	4° B ① ②	29-31°	.016"	AC R45TS	.030"	Roch. 2GV	5
350" V8 4-Bbl.	6° B ①	4° B ①	29-31°	.016"	AC R45TS	.030"	Roch. 4MV	6
455" V8 4-Bbl.	6° B ①	4° B ① ②	29-31°	.016"	AC R44TS	.030"	Roch. 4MV	7
CADILLAC								
472" V8 4-Bbl.	.....	8° B ①	30°	.016" ②	AC R46N	.035"	Roch. 4MV	8
500" V8 4-Bbl.	.....	8° B ①	30°	.016" ②	AC R46N	.035"	Roch. 4MV	9
CHEVROLET								
140" 4 Cyl. 1-Bbl.	6° B ①	6° B ②	31-34°	.019"	AC R42TS③	.035"	Roch. MV	10
140" (G.T.) 2-Bbl.	6° B ①	10° B ②	31-34°	.019"	AC R42TS③	.035"	Roch. 2GV	11
250" 6 Cyl. 1-Bbl.	4° B ②	4° B ⑤	31-34°	.019"	AC R46TS	.035"	Roch. MV	12
307" V8 2-Bbl.	4° B ②	8° B ②	29-31°	.019"	AC R45TS	.035"	Roch. 2GV	13
350" V8 245 HP.	2° B ⑤	6° B ②	29-31°	.019"	AC R45TS	.035"	Roch. 2GV	14
350" V8 270 HP.	4° B ⑤⑦	8° B ②	29-31°	.019"	AC R44TS	.035"	Roch. 4MV	15
350" V8 330 HP.	8° B ①	12° B ①	29-31°	.019"	AC R44TS	.035"	Hol. 4150	16
350" V8 330 HP. Corvette	8° B ①	12° B ①	③	③	AC R44TS	.035"	Hol. 4150	17
400" V8 255 HP.	4° B ②	8° B ②	29-31°	.019"	AC R44TS	.035"	Roch. 2GV	18
402" V8 300 HP.	8° B ⑤	8° B ⑤	29-31°	.019"	AC R44TS	.035"	Roch. 4MV	19
454" V8 365 HP.	8° B ⑤	8° B ⑤	29-31°	.019"	AC R42TS	.035"	Roch. 4MV	20
454" V8 425 HP.	8° B ①	12° B ①	29-31°	.019"	AC R42TS	.035"	Hol. 4150	21
CHRYSLER CORP.								
198" 6 Cyl.	2.5° B	2.5° B	41-46°	.017-.023"	CH. N-14Y	.035"	Car. BBS	22
225" 6 Cyl.	TDC ①	TDC ①	41-46°	.017-.023"	CH. N-14Y	.035"	Hol. 1920	23
318" V8 2-Bbl.	TDC	TDC	30-34°	.014-.019"	CH. N-14Y	.035"	Car. BBD ②	24
340" V8 4-Bbl.	5° B	5° B	30-34° ③ ⑤	.014-.019"	CH. N-9Y	.035"	Car. T.Q.	25
340" V8 3 2-Bbl.	2.5° B	2.5° B	30-34°	.014-.019"	CH. N-9Y	.035"	Hol. 2300	26
360" V8 2-Bbl.	2.5° B	2.5° B	30-34°	.014-.019"	CH. N-13Y	.035"	Hol. 2210	27
383" V8 2-Bbl.	TDC	2.5° B	28.5-32.5°	.016-.021"	CH. J-14Y ⑧	.035"	Car. BBD	28
383" & 400" V8 2-Bbl.	TDC	2.5° B	28.5-32.5°	.016-.021"	CH. J-11Y	.035"	Hol. 4160 ⑥	29
426" Hemi 2 4-Bbl.	TDC	5° B	27-32°③	.014-.019"	CH. N-10Y	.035"	Car. AFB	30
440" V8 4-Bbl.	5° B	5° B	28.5-32.5°	.016-.021"	CH. N-13Y ⑦	.035"	Car. AVS	31
440" V8 Hi. Perf.	TDC	2.5° B	28.5-32.5°	.016-.021"	CH. J-11Y	.035"	Car. AVS	32
440" V8 3 2-Bbl.	TDC	2.5° B	27-32°③	.014-.019"	CH. J-11Y	.035"	Hol. 2300	33
FORD MOTOR CO.								
1600 cc 4 Cyl.	12° B ①	.....	38–42°	.025"	AL. AGR22	.030"	Ford 1-Bbl.	34
2000 cc 4 Cyl.	10° B ①	10° B ①	38–42°	.025"	AL. BRF32	.025"	Weber DFAV	35
170" 6 Cyl.	6° B	.....	33-38° ③	.027"③	AL. BRF82	.034"	Car. YF	36
200" 6 Cyl.	6° B	6° B	33-38° ③	.027"③	AL. BRF82	.034"	Car. YF	37
240" 6 Cyl.	6° B	6° B	33-38° ③	.027"③	AL. BRF42	.034"	Car. YF	38
250" 6 Cyl.	6° B	6° B	33-38° ③	.027"③	AL. BRF82	.034"	Car. RBS	39
302" V8 2-Bbl.	6° B	6° B	24-29° ⑤	.021"⑤	AL. BRF42	.034"	Ford 2-Bbl.	40
302" V8 "Boss"	16° B	.....	32-35°	.020"	AL. BRF32	.034"	Hol. 4150C	41
351" C V8 2-Bbl.	6° B	6° B	24-29°⑤	.021"⑤	AL. ARF42	.034"	Ford 2-Bbl.	42
351" W V8 2-Bbl.	6° B	6° B	24-29°⑤	.021"⑤	AL. BRF42	.034"	Ford 2-Bbl.	43
351" C V8 4-Bbl.	6° B	6° B	24-29°⑤	.021"⑤	AL. ARF42	.034"	Ford 4-Bbl.	44

IGNITION TIMING: **B** – BTDC. **A** – ATDC.
SPARK PLUGS: **AL** – AUTOLITE. **CH.** – CHAMPION.
CARBURETORS: **Car.** – CARTER. **Hol.** – HOLLEY. **Roch.** – ROCHESTER. **Str.** – STROMBERG.

1971 Tune-Up Specifications

No.	HOT IDLE ⊗		FAST IDLE			IDLE CO %		Air Fuel Ratio	Remarks
	Man. Trans.	Auto. Trans.	Man. Trans. RPM	Man. Trans. Cam Step	Auto. Trans. RPM	Man.	Auto.		
1	700	600	2300	High	2300	.....	.....	②	① At 500 RPM. 5° BTDC on 258".
2	750	650	1600	Index	1600	.....	.....	②	② 13.5 with Air Guard.
3	750	650	1600	Mid.	1600	.....	.....	②	14.0 (± .2) with Engine Mod.
4	550	500	850	Low	650	.....	.....	.....	① At 600 RPM.
5	700 ③	600	820	Low	650	.....	.....	.....	② 10° on Skylark, G. S., Sportwagon, Stage I.
6	700 ③	600	820	Low	650	.....	.....	.....	③ 800 RPM on Skylark, G.S., Sportwagon.
7	700	600	720	Low	650	.....	.....	.....	
8	.....	600/400	.....	High	2100	.....	.....	.....	① At 600 RPM.
9	.....	600/400	.....	High	2100	.....	.....	.....	② Correct when dwell is 30°.
10	850/700	650/550	2400	High	2400	2.0	2.0	.....	① At 700 RPM.
11	1200/700	700/550	④	.....	④	2.0	2.0	.....	② At 550 RPM.
12	550	500	2400	High	2400	1.0	1.0	.....	③ For colder plugs use AC R41TS.
13	600	550	④	.....	.. ④	0.5	0.5	.....	④ Correct when Hot Idle Set.
14	600	550	④	.....	④	0.5	0.5	.....	⑤ At 500 RPM.
15	600	550	1350	2nd	1500	0.5	0.5	.....	⑥ At 600 RPM.
16	700	700	2200	High	2200	.....	.....	.....	⑦ 8° on Corvette.
17	700	700	2200	High	2200	.....	.....	.....	⑧ Transistorized Ignition.
18	600	550	④	.....	④	0.5	0.5	.....	
19	600	600	1350	2nd	1500	1.0	1.0	.....	
20	600	600	1350	2nd	1500	1.0	1.0	.....	
21	700	700	2200	High	2200	.....	.....	.....	
22	800	800	1900	2nd	1800	.....	.....	14.2	① 2.5° BTDC with Nox.
23	750	750	1600	2nd	1900	.....	.....	14.2	② Also used Roch. 2GV.
24	750	700	1600	2nd	1900 ④	....	.....	14.2	③ With dual points, set individually to 27-32°. Combined dwell is 37-42°.
25	900	900	1800	2nd	1800	.....	.....	14.2	④ 1800 with Roch. 2GV.
26	950	1000	2600	2nd	2800	.....	.....	14.2	⑤ Not required on Electronic Ignition.
27	750	700	1800	2nd	1800	.....	.....	14.2	⑥ Also uses Car. AVS.
28	750	700	1900	2nd	1700	.....	.....	14.2	⑦ Imperial uses RJ13Y.
29	.....	800	.....	2nd	1700	.....	.....	14.2	⑧ 400" uses J-11Y.
30	950	950	2300	2nd	2300	.....	.....	14.2	
31	.....	750	.....	2nd	1800	.....	.....	14.2	
32	900	900	2100	2nd	1800	.....	.....	14.2	
33	900	900	1800	2nd	1800	.....	.....	14.2	
34	900/550 ②	.....	1700	2nd	.....	1.5	.....	⑫	① At 600 RPM
35	750 ②	650/500 ②	1600	2nd	1800	.....	.....	.....	② 650/500 with air cond.
36	750 ②	.....	1450	⑦	.....	1.0	.....	⑥	③ With single diaphragm distributor, point gap is .025", cam angle is 34-39.5°
37	⑬ 750 ②	550 ④	1750	⑦	2000	1.0	1.5	⑥	④ 600/500 with air cond.
38	800/500 ②	600/500 ②	1250	⑦	1650	1.0	0.5	14.5	⑤ With single diaphragm distributor, point gap is .017", cam angle is 26-31°.
39	750/500 ②	600/500 ②	1600	⑦	1600	1.5	1.5	14.2	⑥ 14.5 on manual. 14.2 on auto.
40	800/500	600/500 ②	1400	⑪	1500	0.3	0.4	⑧	⑦ Fast idle is bench operation.
41	825/500	.....	2100	⑪	.....	.....	.....	13.50	⑧ Additional footnotes at bottom of page 13.
42	750/500	625/500	1500	⑪	1500	0.2	0.2	.....	⑫ 13.4-13.9
43	775/500	575 ④	1300	⑪	1600	0.2	0.2	⑧	⑬ 800/500 with air cond.
44	825/500	625/500	1250	2nd	1400	1.1	0.5	⑥	

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

1971 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
FORD MOTOR CO. (Cont.)								
390" V8 2-Bbl.	.....	6° B	24-29°⑤	.021" ⑤	AL. BRF42	.034"	Ford 2-Bbl.	45
400" V8 2-Bbl.	.....	6° B	24-29°⑤	.021" ⑤	AL. ARF42	.034"	Ford 2-Bbl.	46
429" V8 2-Bbl.	.....	6° B	24-29°⑤	.021" ⑤	AL. BRF42	.034"	Ford 2-Bbl.	47
429" V8 4-Bbl.	4° B	4° B	24-29° ⑤	.021" ⑤	AL. BRF42	.034"	Ford 4-Bbl.	48
429" V8 C.J.	10° B ④	10° B	30-33° ⑤	.021" ⑤	AL. AF32	.034"	Roch. 4MV	49
429" V8 SCJ, Ram Air	10° B	10° B	24-29° ⑤	.021" ⑤	AL. AF32	.034"	Hol. 4150C	50
460" V8 Lincoln	.....	10° B	27-31.5°	.014-.020"	AL. BRF42	.034"	Ford 4-Bbl.	51
JEEP								
134" 4 Cyl.	TDC	TDC	42°	.020"	CH. J-8	.030"	Car. YF	52
225" V6	TDC	TDC	29°	.016"	CH. UJ-12Y	.035"	Roch. 2G	53
232" 6 Cyl.	3° B	3° B	31-34°	.016"	CH. N-14Y	.035"	Car. RBS	54
258" 6 Cyl.	5° B	5° B	31-34°	.016"	CH. N-14Y	.035"	Car. YF	55
304" & 360" V8	2.5° B	2.5° B	29-31°	.016"	CH. N-12Y	.035"	Ford 2100	56
350" V8	5° B	5° B	28-32°	.016"	AC R45TS	.030"	Roch. 2GV	57
OLDSMOBILE								
250" 6 Cyl.	4° B	4° B	32°	.019"	AC R46TS	.035"	Roch. MV	58
350" V8 2-Bbl.	10° B ①	10° B ①	30°	.016"	AC R46TS	.040"	Roch. 2GC	59
350" V8 4-Bbl.	10° B ①	12° B ①	30°	.016"	AC R45TS	.040"	Roch. 4MC	60
455" V8 2-Bbl.	.....	8° B ①	30°	.016"	AC R46TS	.040"	Roch. 2GC	61
455" V8 320 HP	.....	8° B ①	30°	.016"	AC R46TS	.040"	Roch. 4MC	62
455" V8 340 HP	10° B ①	10° B ①	30°	.016"	AC R45TS	.040"	Roch. 4MC	63
350 HP	12° B ②	10° B ②	30°	.016"	AC R45TS	.040"	Roch. 4MC	64
PONTIAC								
250" 6 Cyl.	4° B	4° B	32.5°	.019" ①	AC R46TS	.035"	Roch. MV	65
307" V8	4° B ③	8° B ③	29-31°	.019"	AC R45TS	.035"	Roch. 2GV	66
350" V8 2-Bbl.	12° B	12° B	30°	.019" ①	AC 47S	.035"	Roch. 2GV	67
400" V8 2-Bbl.	.....	8° B	30°	.019" ①	AC 47S	.035"	Roch. 2GV	68
400" V8 4-Bbl.	12° B	12° B	30°	.019" ①	AC R46S	.035"	Roch. 4MC	69
455" V8 2-Bbl.	.....	12° B	30°	.019" ①	AC R46S	.035"	Roch. 2GV	70
455" V8 325 HP	.....	12° B	30°	.019" ①	AC R46S	.035"	Roch. 4MV	71
455" V8 335 HP	12° B	12° B	30°	.019" ①	AC R46S	.035"	Roch. 4MV	72

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

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

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

1971 Tune-Up Specifications

No.	HOT IDLE ⊛		FAST IDLE			IDLE CO %		Air Fuel Ratio	Remarks
	Man. Trans.	Auto. Trans.	Man. Trans. RPM	Man. Trans. Cam Step	Auto. Trans. RPM	Man.	Auto.		
45	.....	600/475	.....	(11)	1500	.....	.....	⑧	④ 600/500 with air cond. ⑤ With single diaphragm distributor, point gap is .017", cam angle is 26-31°. ⑧ Additional footnotes at bottom of page. ⑨ 6° BTDC on Calif. Cars. ⑩ 700/500 on man. with air cond. 650/500 on auto. with air cond. (11) Kickdown step.
46	.....	625	.....	(11)	1500	.....	0.7	⑧	
47	.....	600 ④	.....	(11)	1400	.....	0.2	⑧	
48	700	600	1400	(11)	1350	0.2	0.2	14.50	
49	700 (10)	600/500	1800	2nd	2000	0.3	0.3	14.5	
50	700 (10)	650/500	2200	High	2400	0.3	0.2	14.20	
51	.....	600	.....	(11)	1250	.....	0.9	14.2	
52	700-750	.....	.....	.....	.....	.....	.....	.....	① Transmission in neutral. ② Correct when Hot Idle set. ③ Transmission in drive.
53	650/700	650/700 ①	②	.....	②	.....	.....	.....	
54	650/700	650/700 ①	1800	fast	1800	.....	.....	.....	
55	650-700	600 ③	2300	2nd	2300	.....	.....	.....	
56	700-750	650 ③	1600	2nd	1600	.....	.....	.....	
57	650/700	650/700 ①	②	.....	②	.....	.....	.....	
58	550	500	750	Low	900	1.0	1.0	.....	① At 1100 RPM. ② At 850 RPM. ③ 650 RPM on 442 with air cond. & heavy duty clutch.
59	750	600	1000	Low	1000	0.6	0.6	.....	
60	750	600	1050	Low	1050	0.3	0.6	.....	
61	750	600	1000	Low	1000	0.6	0.6	.....	
62	750	600	1050	Low	1050	0.3	0.6	.....	
63	750	600	1050	Low	1050	0.3	0.6	.....	
64	750 ③	600	1050	Low	1050	0.3	0.6	.....	
65	550	550	2400	High	2400	1.0	1.0	.....	① Set used points .016", correct at 30° cam angle. ② Correct when Hot Idle set. ③ At 550 RPM
66	600	550	.....	.....	.....	0.5	0.5	.....	
67	800	600	②	.....	②	1.0	1.0	.....	
68	.....	600	.....	.....	②	.....	1.0	.....	
69	1000/600	1000/700	1700	High	1700	1.0	1.0	.....	
70	.....	650	.....	.....	②	1.0	1.0	.....	
71	.....	650	.....	High	1700	1.0	1.0	.....	
72	1000/600	1000/700	1700	High	1700	1.0	1.0	.....	

⊛ – When Idle Solenoid used: Higher RPM (Solenoid connected, Lower RPM (Solenoid Disconnected).

③ – Ford Motor Co. Air/Fuel Ratios

	Synchro-mesh	Auto. Trans.
302" 2-Bbl.	12.05	12.50
351" W	13.50	13.90
351" C 4-Bbl.	14.30	14.40