1972 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" 6 Cyl. 1-Bbl.	5°B	5°B	31-34°	.016"	CH. N-12Y	.035"	Car. YF	1
258" 6 Cyl. 1-Bbl.	3°B	3°B	31-34°	.016"	CH. N-12Y	.035"	Car. YF	2
304", 360" V8 2-Bbl.	5°B	5°B	29-31°	.016"	CH. N-12Y	.035"	Ford 2100D	3
360", 401" V8 4-Bbl.	5°B	5°B	29-31°	.016"	CH. N-12Y	.035"	Ford 4300	4
BUICK								
350" V8 2-Bbl.	4°B	4°B	30±2°	.016"	AC R45TS	.040"	Roch. 2GV	5
350" V8 4-Bbl.	4°B	4°B	30±2°	.016"	AC R45TS	.040"	Roch. 4MV	6
455" V8 (All)	4°B ①	4°B ①	30±2°	.016"	AC R45TS	.040"	Roch. 4MV	7
CADILLAC								
472", 500" V8 4-Bbl.	.....	8°B	30±2°	①	AC R46N	.035"	Roch. 4MV	8
CHEVROLET								
140" 4 Cyl. 1-Bbl.	6°B ①	6°B	31-34°	.019"	AC R42TS	.035"	Roch. MV	9
140" 4 Cyl. 2-Bbl.	8°B	8°B	31-34°	.019"	AC R42TS	.035"	Roch. 2GV	10
250" 6 Cyl. 1-Bbl.	4°B	4°B	31-34°	.019"	AC R46TS	.035"	Roch. MV	11
307" V8 2-Bbl.	4°B	8°B	29-31°	.019"	AC R44T	.035"	Roch. 2GV	12
350" V8 165 HP	6°B	6°B	29-31°	.019"	AC R44T	.035"	Roch. 2GV	13
350" V8 175 HP	4°B	8°B	29-31°	.019"	AC R44T	.035"	Roch. 4MV	14
350" V8 200 HP	4°B	8°B	29-31°	.019"	AC R44T	.035"	Roch. 4MV	15
350" V8 255 HP	8°B ①	12°B	29-31°	.019"	AC R44T	.035"	Hol. 4150	16
400" V8 (All)	.....	6°B	29-31°	.019"	AC R44T	.035"	Roch. 2GV	17
402" & 454" V8 (All)	8°B	8°B	29-31°	.019"	AC R44T	.035"	Roch. 4MV	18
CHRYSLER CORP.								
198" 6 Cyl.	2½°B ①	2½°B ①	41-46°	.017-.023"	CH. N-14Y	.035"	Hol. 1920	19
225" 6 Cyl.	TDC ⑭	TDC ⑭	41-46°	.017-.023"	CH. N-14Y	.035"	Hol. 1920	20
318" 2-Bbl.	TDC ①	TDC ①	30-34°	.016-.021"	CH. N-13Y	.035"	Car. BBD	21
340" V8 4-Bbl.(Calif.)	2½°B⑤	2½°B ①	Electron.	Electron.	CH. N-9Y	.035"	Car. T.Q.	22
(Non-Calif.)	TDC ⑤	TDC ①	Electron.	Electron.	CH. N-9Y	.035"	Car. T.Q.	23
360" V8 2-Bbl.	TDC ①	TDC ①	30-34°	.014-.019"	CH. N-13Y	.035"	Hol. 2210	24
400" V8 2-Bbl.	⑥ ⑦ (11)	⑥ ⑦ (11)	28½-32½°	.016-.021"	CH. J-13Y	.035"	Hol. 2210	25
400" V8 4-Bbl.(Calif.)	2½°B ⑤	5°B ①	28½-32½°	.016-.021"	CH. J-11Y	.035"	Car. T.Q.	26
(Non-Calif.)	TDC ⑤	10°B ①	28½-32½°	.016-.021"	CH. J-11Y	.035"	Car. T.Q.	27
(Calif. Fleet Cars)	5°B ①	5°B ①	28½-32½°	.016-.021"	CH. J-11Y	.035"	Car. T.Q.	28
(Non-Calif. Fleet Cars)	.....	10°B	30-34°	.014-.019"	CH. J-11Y	.035"	Car. T.Q.	29
440" V8 4-Bbl.	2½°B ①	5°B ⑧	28½-32½° ⑨	016-.021"⑨	CH. J-11Y	.035"	Hol. 4160	30
440" V8 3x2-Bbl.	2½°B ①	2½°B ①	Electron.	Electron.	CH. J-11Y	.035"	Hol. 2300	31
FORD MOTOR CO.								
1600 cc 4 Cyl. 1-Bbl.	12°B	12°B	36-40°	.025"	AL AGR22	.030"	Ford 1-Bbl.	32
2000 cc 4 Cyl. 2-Bbl.	9°B ①	9°B ①	36-40°	.025"	AL BRF42	.034"	Hol. 5200	33
170" 6 Cyl.	6°B	6°B	35-39°	.027"	AL BRF82	.034"	Car. YF	34
200" 6 Cyl.	6°B	6°B	35-39°	.027"	AL BRF82	.034"	Car. YF	35
240" 6 Cyl.	6°B	6°B	35-39°	.027"	AL BRF42②	.034"	Car. YF	36
250" 6 Cyl.	6°B	6°B	35-39°	.027"	AL BRF82	.034"	Car. RBS	37
302" V8 2-Bbl.	6°B	6°B	26-30°	.017"	AL BRF42	.034"	Ford 2-Bbl.	38
351"C V8 2-Bbl.	6°B	6°B	26-30°	.020"	AL ARF42	.034"	Ford 2-Bbl.	39
351"W V8 2-Bbl.	6°B	6°B	26-30°	.020"	AL BRF42	.034"	Ford 2-Bbl.	40
351" V8 4-Bbl.	16°B	16°B	26-30°	.017"	AL ARF42	.034"	Ford 4-Bbl.	41
351" V8 4-Bbl. H.O.				.020"	AL ARF42	.034"	Ford 4-Bbl.	42
400" V8 2-Bbl.	.....	8°B ⑤	26-30°	.017"	AL ARF42	.034"	Ford 2-Bbl.	43
429" V8 2-Bbl.	.....	10°B	26-30°	.017"	AL BRF42	.034"	Ford 2-Bbl.	44
429" V8 4-Bbl.	.....	10°B	26-30°	.017"	AL BRF42	.034"	Ford 4-Bbl.	45
429" V8 (Police)	.....	10°B	26-30°	.020"	AL ARF42	.034"	Ford 4-Bbl.	46
460" V8 4-Bbl.	.....	10°B (11)	26-31°	.017"	AL BRF42	.034"	Ford 4-Bbl.	47

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

1972 Tune-Up Specifications

No.	HOT IDLE ⊕		FAST IDLE			IDLE CO %		Air Fuel Ratio	Remarks
	Man. Trans.	Auto. Trans.	Man. Trans. RPM	Auto. Trans. Cam Step	Auto. Trans. RPM	Man.	Auto		
1	600 ②	550 ③	1600	2nd	1600			14.0	① At 500 RPM.
2	600 ②	550③	1600	2nd	1600			14.0	② 700 RPM on Calif. cars or 360" V8.
3	750 ②	650 ②	1600	2nd	1600			14.0⑭	③ 600 RPM on Calif. cars.
4	700 ②	650 ②	1600	2nd	1600			14.0⑭	⑭ 13.5-1 with Air Guard.
5	800-600	650/500	820	Low	700				① 8°BTDC on Stg. 1 Man. Trans. 10°BTDC on Stg. 1 Auto. Trans.
6	800/600	650/500	820	Low	700				
7	900/600	650/500	920	Low	700				
8	.....	600/400	.....	High	1900-1950				① Point gap correct when dwell set to 30°.
9	850/550②	700/550	2400③	High	2800③	.....	.....	.....	① 4°BTDC on Calif. cars & Corvette 350" 255 HP. ② 1200/550 RPM on Calif. Cars. ③ CEC or TCS disconnected. ⑭ 1200/800 RPM with air cond.
10	1200/700⑭	700/550	2400③	High	2800③	.....	.....	.....	
11	700/450	600/450	2400③	High	2400③	.....	.....	.....	
12	900/450	600/450							
13	900/450	600/450							
14	900/450	600/450	1350	2nd	1500	.....	.....	.....	
15	900/450	600/450	1350	2nd	1500	.....	.....	.....	
16	900/500	700/500	.....	High	2300	.....	.....	.....	
17	.....	600/450							
18	750/450	600/450	1350	2nd	1500	.....	.....	.....	
19	800 ②	800 ②	2000	2nd	1900③				① ± 2½°. ② 700 RPM on Calif. cars. ③ 2000 RPM on Calif. cars. ⑭ 2½° BTDC on late Calif. cars equipped with .104" diameter intake manifold floor jet. ⑤ May be set additional +2½°. ⑥ Dist. #3656329 or 3656335 set 5°BTDC. ⑦ Dist. #3656593 or 3656596 set 7.5°BTDC. ⑧ Dist. #3656344 or 3656341 set 10±2½°BTDC. ⑨ Non-Calif. fleet set points .014-.019" and set cam angle 30-34°. ⑩ 800 RPM on Calif. cars. ⑪ On all exc. NOx control, set to maximum advance shown on engine compartment emission information label.
20	750 ②	750 ②	2000	2nd	1900③				
21	750	750 ②	1900③	2nd	1900③				
22	850	750	2000	2nd	2000				
23	900	750	1900	2nd	1900				
24	750	750	1900③	2nd	1900③				
25	750	750 ②	1900③	2nd	1900③				
26	800	700	2000	2nd	2000				
27	900	750	1900	2nd	1900				
28	800	700	2000	2nd	2000				
29	900	750	1900	2nd	1900				
30	900 ⑩	750 ②	1900③	2nd	1900③				
31	900 ⑩	750 ②	1900③	2nd	1900③				
32	900/500	.....	1700	1st	.....	1.2	.....	.....	① 6°BTDC on Calif. cars. ② 240" Police & Taxi use AL. BRF6 gap is .030". ③ Without solenoid, set to 750 RPM on Man. Trans., and 550 RPM on Auto. Trans. ⑭ Bench operation. ⑤ 6°BTDC on Calif. cars. ⑥ 625/500 RPM on Calif. cars. ⑦ Without solenoid set to 575 RPM. ⑧ 800/500 RPM on Calif. cars. ⑨ Information not available. ⑩ Kickdown step. ⑪ 6°BTDC on Calif. cars and cars with 3.0 axle.
33	750/500	650/500	1600	2nd	1800	1.2	1.2	.....	
34	750	.....	1450	⑭	.....	1.2	.....	.....	
35	800/500③	600/500③	1750	⑭	2000	.8	1.2	.....	
36	.....	500	.....	⑭	1650	.....	.5	.....	
37	750	600	1600	⑭	1600	1.0	1.0	.....	
38	800/500 ⑦	600/500 ⑦	1400	⑩	1400	⑨	.19		
39	750/500⑥⑦	575/500⑥⑦	1400	⑩	1500	⑨	.50		
40	600/500 ⑦	600/500⑦	.....	⑩	1500	⑨	.15		
41	1000/500⑧	700/500⑧	1200	⑩	1200	.50	.50		
42									
43	.....	625/500	.....	⑩	1500	.....	.10		
44	.....	600/500	.....	⑩	1350	.....	.30		
45	.....	600/500	.....	⑩	1350	.....	.30		
46	.....	650/500	.....	⑩	1900	.....	.30		
47	.....	625/500	.....	⑩	1200	.....	.50		

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

1972 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
JEEP								
232" 6 Cyl.	5°B ①	5°B ①	31-34°	.016"	CH. N-12Y	.034"	Car. YF	48
258" 6 Cyl.	3°B ①	3°B ①	31-34°	.016"	CH. N-12Y	.034"	Car. YF	49
304" V8	5°B ①	5°B ①	29-31°	.016"	CH. N-12Y	.034"	Ford 2100	50
360" V8	5°B ①	5°B ①	29-31°	.016"	CH. N-12Y	.034"	Ford 2100	51
OLDSMOBILE								
350" V8 2-Bbl.	8°B ①	8°B ①	30±2°	.016"	AC R-46S	.040"	Roch. 2GC	52
350" V8 4-Bbl.	8°B ①	12°B ①	30±2°	.016"	AC R-46S③	.040"	Roch. 4MC	53
455" V8 (W-30)	10°B ①	10°B ②	30±2°	.016"	AC R-45S	.040"	Roch. 4MC	54
455" V8 (442)	10°B ①	.....	30±2°	.016"	AC R-45S	.040"	Roch. 4MC	55
455" V8 (All Others)	8°B ①	8°B ①	30±2°	.016"	AC R-46S	.040"	Roch. 4MC	56
PONTIAC								
250" 6 Cyl. 1-Bbl.	4°B	4°B	32½°	.019"	AC R-46T	.035"	Roch. MV	57
307" V8 2-Bbl.	4°B	8°B	30±2°	①	AC R-44T	.035"	Roch. 2GV	58
350" V8 2-Bbl.	8°B	10°B	30±2°	①	AC R-46TS	.035"	Roch. 2GV ②	59
400" V8 2-Bbl.	.....	10°B	30±2°	①	AC R-46TS	.035"	Roch. 2GV	60
400" V8 4-Bbl.	8°B	10°B	30±2°	①	AC R-45TS	.035"	Roch. 4MV	61
455" V8 2-Bbl.	.....	10°B	30±2°	①	AC R-45TS	.035"	Roch. 2GV	62
455" V8 4-Bbl.	.....	10°B	30±2°	①	AC R-45TS	.035"	Roch. 4MV	63
455" V8 4-Bbl. H.O.	8°B	10°B	30±2°	①	AC R-45TS	.035"	Roch. 4MV	64

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

1972 Tune-Up Specifications

No.	HOT IDLE ⊕		FAST IDLE			IDLE CO %		Air Fuel Ratio	Remarks
	Man. Trans.	Auto. Trans.	Man Trans. RPM	Cam Step	Auto. Trans. RPM	Man.	Auto.		
48	650-700	600	2200	2nd	2200				① Set at 500 RPM.
49	650-700	600	2200	2nd	2200				
50	700-750	650	1600	2nd	1600				
51	700-750	650	1600	2nd	1600				
52	600	600 ④	1000	Low	1000				① At 1100 RPM.
53	550	600 ⑤	1100	Low	1100				② At 850 RPM.
54	550	550 ④	1100	Low	1100				③ 350" Auto. Trans. uses AC R-46S.
55	550	.....	1100	Low	.....				④ In PARK.
56	550	600④⑥	1100	Low	1100				⑤ In DRIVE.
									⑥ 550 RPM on Toronado.
57	700/450	600/450	2400	High	2400				① Correct when dwell set to 30°.
58	900/450	600/450	1500	High	1500				② Man. Trans. uses Car. WGD.
59	800	625	1500	High	1500				
60	.....	625	.....	High	1500				
61	1000/600	700/500	1500	High	1500				
62	.....	625	1500	High	1500				
63	.....	650/500	1500	High	1500				
64	1000/600	700/500	1500	High	1500				

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