

1973 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. 1-Bbl.	①	①	31-34°	.016"	CH. N-12Y	.035"	Car. YF	1
304" & 360" V8 2-Bbl.	5°B	5°B	29-31°	.016"	CH. N-12Y	.035"	Ford 2100D	2
360" & 401" V8 2-Bbl.	5°B	5°B	29-31°	.016"	CH. N-12Y	.035"	Ford 4300	3
BUICK *								
350" V8 2-Bbl.	4°B	4°B	30°±2°	.016"	AC R45TS	.040"	Roch. 2GV	4
350" V8 4-Bbl.	4°B	4°B	30°±2°	.016"	AC R45TS	.040"	Roch. 4MV	5
455" V8 4-Bbl.	4°B①	4°B①	30°±2°	.016"	AC R45TS	.040"	Roch. 4MV	6
CADILLAC								
472" & 500" V8 4-Bbl.	.....	8°B	30°±2°	①	AC R46N	.035"	Roch. 4MV	7
CHEVROLET								
140" 4 Cyl. 1-Bbl.	8°B	8°B	31-34°	①	AC R42TS	.035"	Roch. MV	8
140" 4 Cyl. 2-Bbl.	10°B	12°B	31-34°	①	AC R42TS	.035"	Hol. 5210-C	9
250" 6 Cyl. 1-Bbl.	6°B	6°B	31-34°	①	AC R46T	.035"	Roch. MV	10
307" V8 2-Bbl.	4°B	8°B	29-31°	①	AC R44T	.035"	Roch. 2GV	11
350" V8 145 HP	8°B	8°B	29-31°	①	AC R44T	.035"	Roch. 2GV	12
350" V8 175 HP	8°B	12°B	29-31°	①	AC R44T	.035"	Roch. 4MV	13
350" V8 190 HP	12°B	12°B	29-31°	①	AC R44T	.035"	Roch. 4MV	14
350" V8 245 & 250 HP	8°B	8°B	29-31°	①	AC R44T	.035"	Roch. 4MV	15
400" V8 2-Bbl.	.....	6°B	29-31°	①	AC R44T	.035"	Roch. 2GV	16
454" V8 4-Bbl.	10°B	10°B	29-31°	①	AC R44T	.035"	Roch. 4MV	17
CHRYSLER CORP.								
198" 6 Cyl. 1-Bbl.	TDC①	TDC①	②	②	CH. N-14Y	.035"	Hol. 1920	18
225" 6 Cyl. 1-Bbl.	2.5°B①	TDC①	②	②	CH. N-14Y	.035"	Hol. 1920	19
318" V8 2-Bbl.	TDC①	TDC①	②	②	CH. N-13Y	.035"	Car. BBD	20
340" V8 4-Bbl.	5°B①	2.5°B①	②	②	CH. N-12Y	.035"	Car. T.Q.	21
360" V8 2-Bbl.	.....	⑤	②	②	CH. N-13Y	.035"	Hol. 2210	22
400" V8 2-Bbl.	.....	10°B①	②	②	CH. J-13Y	.035"	Hol. 2210	23
400" V8 4-Bbl.	10°B①	7.5°B①	②	②	CH. J-11Y	.035"	Car. T.Q.	24
440" V8 4-Bbl.	.....	10°B①	②	②	CH. J-11Y	.035"	Car. T.Q.	25
FORD MOTOR CO.								
1600cc 4 Cyl. 1-Bbl.	①	.....	36-40°	.025"	AL AGR32	.030"	Ford 1250	26
2000cc 4 Cyl. 2-Bbl.	①	①	37-41°	.025"	AL BFR42	.035"	Ford 5200	27
200" 6 Cyl. 1-Bbl.	①	①	33-39°	.027"	AL BRF 82	.035"	Car. YF	28
250" 6 Cyl. 1-Bbl.	.....	①	33-39°	.027"	AL BRF 82	.035"	Car. RBS	29
302" V8 2-Bbl.	①	①	24-30°	.017"	AL BRF42	.035"	Ford 2100D	30
351" C V8 2-Bbl.	.....	①	24-30°	.017"	AL ARF42	.035"	Ford 2100D	31
351" W V8 2-Bbl.	.....	①	24-30°	.017"	AL BRF42	.035"	Ford 2100D	32
351" V8 4-Bbl.	①	①	③	④	AL ARF42	.035"	Ford 4300	33
400" V8 2-Bbl.	.....	①	24-30°	.017"	AL ARF42	.035"	Ford 2100D	34
429" V8 4-Bbl.	.....	①	24-30°	.017"	AL ARF42	.035"	Ford 4300	35
460" V8 4-Bbl.	.....	①	24-30°	.017"	AL ARF42	.035"	Ford 4300	36
460" V8 Police	.....	①	24-30°	.017"	AL ARF42	.035"	Ford 4300	37
JEEP								
232" 6 Cyl. 1-Bbl.	5°B	.....	31-34°	.016"	CH. N-12Y	.035"	Car. YF	38
258" 6 Cyl. 1-Bbl.	3°B	3°B	31-34°	.016"	CH. N-12Y	.035"	Car. YF	39
304" & 360" V8 2-Bbl.	5°B	5°B	29-31°	.016"	CH. N-12Y	.035"	Ford 2100	40
360" V8 4-Bbl.	5°B	5°B	29-31°	.016"	CH. N-12Y	.035"	Ford 4300	41
OLDSMOBILE								
250" 6 Cyl. 1-Bbl.	6°B	6°B	33°	.016"	AC R46TS	.035"	Roch. MV	42
350" V8 2-Bbl.	.....	14°B②③	30°	.016"	AC R46S	.040"	Roch. 2GC	43
350" V8 4-Bbl.	8°B②	12°B②④	30°	.016"	AC R46S③	.040"	Roch. 4MC	44
455" V8 4-Bbl.	10°B②	8°B②	30°	.016"	AC R46S③	.040"	Roch. 4MC	45
PONTIAC								
250" 6 Cyl. 1-Bbl.	6°B	6°B	32.5°	①	AC R46T	.035"	Roch. MV	46
350" V8 2-Bbl.	10°B	12°B	30°	①	AC R46TS	.040"	Roch. 2GC	47
400" V8 2-Bbl.	.....	12°B	30°	①	AC R46TS	.040"	Roch. 2GC	48
400" V8 4-Bbl.	10°B	12°B	30°	①	AC R45TS	.040"	Roch. 4MC	49
455" V8 4-Bbl.	10°B	12°B	30°	①	AC R45TS	.040"	Roch. 4MC	50
455" V8 S.D.	10°B	12°B	30°	①	AC R44TS	.040"	Roch. 4MC	51

1973 Tune-Up Specifications

No.	HOT IDLE ①		FAST IDLE			IDLE CO %		AIR FUEL RATIO	REMARKS
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.		Man	Auto		
			RPM	Cam Step	RPM				
1 2 3	700 ② 750 750	600 ③ 700 700	1600 1600 1600	2nd 2nd 2nd	1600 1600 1600	④ ④ ④	④ ④ ④	..... ..... .....	① 5°B on 232", 3°B on 258". ② 600 RPM on Matador Models. ③ 550 RPM on Matador Models. ④ 1.0-1.5% (6 Cyl. without Air Guard), 0.5-1.0% (All Others).
4 5 6	800/600 800/600 900/600	650/500 650/500 650/500	820 820 920	Low Low Low	700 700 700	..... ..... .....	..... ..... .....	..... ..... .....	① 10° BTDC on 455" Stage 1. * Apollo 250" 6-Cyl. — See Chevrolet 250" Tune-Up specifications.
7	.....	600/400	.....	High	1925	.....	.....	.....	① Point Gap Correct when dwell set to 30°.
8 9 10 11 12 13 14 15 16 17	1000/700 1200/700② 700/450 900/500 900/500 900/500 900/500 900/500 900/500	750/550③ 750/550③ 600/450 600/500 600/500 600/500 700/500 600/500 600/500	2000 2000 1800 1600 1600 1300 1300 1300 1300	High High High High High High High High High High	2200 2200 1800 1600 1600 1600 1600 1600 1600 1600	..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... .....	① .019" for new points. .016" for used points. ② 1200/800 RPM with A/C. ③ 800/550 with A/C.
18 19 20 21 22 23 24 25	800 750 750 900 800	750 750 750③ 750 750 700 750 700④	2000 2000 1700 1300 1700	2nd 2nd 2nd 2nd 2nd 2nd 2nd 2nd	1700 1700 1700 1800 1900 1800 1800 1700	⑤ ⑤ ⑤ ⑤ ⑤	⑤ ⑤ ⑤ ⑤ ⑤ ⑤	14.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2	① ± 2.5%. ② Electronic Ignition. ③ 700 RPM on Calif. models. ④ 800 RPM on High Perf. models. ⑤ See Engine Tune-Up Decal on Fender Skirt.
26 27 28 29 30 31 32 33 34 35 36 37	① ① ① ① ① ..... ..... ..... .....	..... ① ① ① ① ① ① ① ① ① ① ①	1700 1600 1750 1250 1300	② 2nd High ② ② ② ② ② ② ② ②	..... 1800 2000 1600 1400 1500 1500 1300 1500 1350 1350 1900	1.5 1.5 ⑤ ⑥ ..... ..... ..... .....	..... 1.5 ⑤ ⑤ ⑤ ⑤ ⑤ ⑤ ⑤ ⑤	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	① Set to specification shown on engine Tune-Up decal. ② Kickdown step of cam. ③ Man. Trans. — 32-35° combined. Auto. Trans. — 24-30°. ④ Man. Trans. — Set both points to .020". Auto. Trans. — .017". ⑤ Calif. — .2%. Non-Calif. — .5%. ⑥ Calif. — .2%. Non-Calif. — .6%. ⑦ Calif. — .2%. Non-Calif. — .4%.
38 39 40 41	① ① 700 750	..... 550 750 700	1600 1600 1600 1600	2nd 2nd 2nd 2nd	..... 1600 1600 1600	② ② ③ ③	..... ② ③ ③	..... ..... ..... .....	① 700 RPM on CJ/DJ Models. 600 RPM on Commando Models. ② With Air Guard — .5-1.0%. Without Air Guard — 1.0-1.5%. ③ .5-1.0%.
42 43 44 45	700/450 1100/650 1000/750	600/450 700/550 650/550 650/550	① 1100 1100	..... Low Low Low	① 900 1000 1000	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	① Preset. ② @ 1100 RPM. ③ 12° BTDC on 88 Models. ④ 10° BTDC on Vista Cruiser Models. ⑤ AC R45S with Man. Trans.
46 47 48 49 50 51	700/450 900/600 1000/600 1000 1000/600	600/450 650 650 650 650 750/500	2400 ② 1500 1500 1500	High 2nd 2nd High High High	2400 ② ② 1500 1500 1500	..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... .....	① .019" for new points. .016" for used points. ② Preset.