

## 1974 Tune-Up Specifications

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
<b>AMERICAN MOTORS</b> 232" & 258" 6 Cyl. 1-Bbl. Federal W/O EGR Cal./Fed. W/EGR	5°B	5°B	31-34°	.016"	CH-N12Y	.035"	Car. YF	1
	5°B	5°B	31-34°	.016"	CH-N12Y	.035"	Car. YF	2
304" V8 2-Bbl. Federal Calif.	....	5°B	29-31°	.016"	CH-N12Y	.035"	Ford 2100	3
	5°B	2.5°B	29-31°	.016"	CH-N12Y	.035"	Ford 2100	4
360" V8 2-Bbl. 360" V8 4-Bbl.	5°B	5°B	29-31°	.016"	CH-N12Y	.035"	Ford 2100	5
	5°B	5°B	29-31°	.016"	CH-N12Y	.035"	Ford 4300	6
401" V8 4-Bbl. Federal Calif.	5°B	5°B	29-31°	.016"	CH-N12Y	.035"	Ford 4300	7
	....	5°B	29-31°	.016"	CH-N12Y	.035"	Ford 4300	8
<b>BUICK</b> 250" 6 Cyl. 1-Bbl. 350" V8 2-Bbl. 350" V8 4-Bbl. 455" V8 2-Bbl. 455" V8 4-Bbl. 455" Stage 1	8°Bⓐ	6°Bⓑ	31-34°	ⓐ	ACR46T	.035"	Roch. MV	9
	....	4°Bⓑ	28-32°	.016"	ACR45TS	.040"	Roch. 2GV	10
	....	4°Bⓑ	28-32°	.016"	ACR45TS	.040"	Roch. 4MV	11
	....	4°Bⓑ	28-32°	.016"	ACR45TS	.040"	Roch. 2GV	12
	....	4°Bⓑ	28-32°	.016"	ACR45TS	.040"	Roch. 4MV	13
	....	10°Bⓑ	28-32°	.016"	ACR45TS	.040"	Roch. 4MV	14
<b>CADILLAC</b> 472" & 500" V8 4-Bbl.	....	10°B	30°±2°	ⓐ	ACR45NS	.035"	Roch. 4MV	15
<b>CHEVROLET</b> 140" 4 Cyl. 1-Bbl. 140" 4 Cyl. 2-Bbl. 250" 6 Cyl. 1-Bbl.	10°B	12°B	31-34°	ⓐ	ACR42TS	.035"	Roch. MV	16
	10°B	12°B	31-34°	ⓐ	ACR42TS	.035"	Hol. 5210-C	17
	8°B	6°B	31-34°	.019"	ACR46T	.035"	Roch. MV	18
350" V8 2-Bbl. 350" V8 4-Bbl. Federal Calif.	TDC	8°B	29-31°	.019"	ACR44T	.035"	Roch. 2GV	19
	8°B	8°B	29-31°	ⓐ	ACR44T	.035"	Roch. 4MV	20
	4°B	8°B	29-31°	ⓐ	ACR44T	.035"	Roch. 4MV	21
350" V8 4-Bbl.	8°B	8°B	29-31°	ⓐ	ACR44T	.035"	Roch. 4MV	22
400" V8 2-Bbl. 400" V8 4-Bbl. 454" V8 4-Bbl.	....	8°B	29-31°	.019"	ACR44T	.035"	Roch. 2GV	23
	....	8°B	29-31°	.019"	ACR44T	.035"	Roch. 4MV	24
	10°B	10°B	29-31°	ⓐ	ACR44T	.035"	Roch. 4MV	25
<b>CHRYSLER CORP.</b> 198" 6 Cyl. 1-Bbl. 225" 6 Cyl. 1-Bbl. 318" V8 2-Bbl.	2½°Bⓑ	2½°Bⓑ	ⓐ	.008"ⓐ	CHN14Y	.035"	Hol. 1945	26
	TDCⓐ	TDCⓐ	ⓐ	.008"ⓐ	CHN14Y	.035"	Hol. 1945	27
	TDCⓐ	TDCⓐ	ⓐ	.008"ⓐ	CHN13Y	.035"	Car. BBD	28
360" V8 2-Bbl. Federal	....	5°Bⓑ	ⓐ	.008"ⓐ	CHN12Y	.035"	Hol. 2245	29
	....	5°Bⓑ	ⓐ	.008"ⓐ	CHN12Y	.035"	Car. T.Q.	30
360" V8 4-Bbl. Calif.	....	5°Bⓑ	ⓐ	.008"ⓐ	CHN12Y	.035"	Car. T.Q.	31
	5°Bⓑ	5°Bⓑ	ⓐ	.008"ⓐ	CHN12Y	.035"	Car. T.Q.	32
400" V8 2-Bbl. 400" V8 4-Bbl.	....	7½°Bⓑ	ⓐ	.008"ⓐ	CHJ13Y	.035"	Hol. 2245	33
	....	5°Bⓑ	ⓐ	.008"ⓐ	CHJ13Y	.035"	Car. T.Q.	34
400" V8 4-Bbl. H.P. Federal	5°Bⓑ	2½°Bⓑ	ⓐ	.008"ⓐ	CHJ11Y	.035"	Car. T.Q.	35
	....	2½°Bⓑ	ⓐ	.008"ⓐ	CHJ11Y	.035"	Car. T.Q.	36
440" V8 4-Bbl. 440" V8 4-Bbl. Hi Perf.	....	10°Bⓑ	ⓐ	.008"ⓐ	CHJ11Y	.035"	Car. T.Q.	37
....	....	10°Bⓑ	ⓐ	.008"ⓐ	CHJ11Y	.035"	Car. T.Q.	38

IGNITION TIMING: B - BTDC. A - ATDC.

SPARK PLUGS: AL - Autolite. CH - Champion.

CARBURETORS: Car. - Carter. Hol. - Holley. Roch. - Rochester.

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No.	HOT IDLE		FAST IDLE			IDLE CO %		AIR FUEL RATIO	REMARKS
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.	RPM	Man	Auto		
			RPM	Cam Step					
1	700±50	600±50	1600	2nd	1600	②	②	...	① - All Calif. Man. Trans. 600±50 and Auto. Trans. 700±50. ② - If equipped with A.I.R. CO level should be .5-1.0%. Without A.I.R. CO level should be 1.0-1.5%.
2	600±50①	550±50①	1600	2nd	1600	②	②	...	
3	750±50	700±50	1600	2nd	1600	②	②	...	
4	750±50	700±50	1600	2nd	1600	②	②	...	
5	750±50	700±50	1600	2nd	1600	②	②	...	
6	750±50	700±50	1600	2nd	1600	②	②	...	
7	750±50	700±50	1600	2nd	1600	②	②	...	
8	750±50	700±50	1600	2nd	1600	②	②	...	
9	450/950	450/600	1800	High	1800	.3	.3	③	① - .019" for new points. .016" for used points. ② - Ignition Timing ± 2°. ③ - See Engine Tune-Up Decal.
10	....	500/650	....	2nd	700	....	.3	③	
11	....	500/650	....	Low	700	....	.3	③	
12	....	500/650	....	2nd	700	....	.3	③	
13	....	500/650	....	Low	700	....	.3	③	
14	....	500/650	....	Low	700	....	.3	③	
15	....	600	....	2nd	1225	....	.4	....	① - Point gap correct when dwell set to 30°.
16	1000/700	750/550	2000	High	2200	.5	.5	....	① - .019" for new points and .016" for used points.
17	700/1200	500/750	2000	High	2200	.5	.5	....	
18	850/450	600/450	1800	High	1800	.3	.3	....	
19	500/900	500/600	1600	High	1600	.5	.5	....	
20	500/900	500/600	1300	High	1600	.5	.5	....	
21	500/900	500/600	1300	High	1600	.5	.5	....	
22	500/900	500/700	1300	High	1600	.5	.5	....	
23	....	500/600	....	High	1600	.5	.5	....	
24	....	500/600	....	High	1600	.5	.5	....	
25	500/800	500/600	1600	High	1500	.5	.5	....	
26	800	750	1600	2nd	1800	⑤	⑤	14.2	① - Ignition timing ±2°. ② - Electronic Ignition (not adjustable). ③ - Sta. Wagons 5°±2°. ④ - Calif. 750 RPM. ⑤ - See Engine Tune-Up Decal. ⑥ - Electronic Ignition (Air Gap).
27	800	750	1600	2nd	1800	⑤	⑤	14.2	
28	750	750	1700	2nd	1500	⑤	⑤	14.2	
29	....	750	....	2nd	1800	....	⑤	14.2	
30	....	750	....	2nd	1800	....	⑤	14.2	
31	850	850	1900	2nd	1900	⑤	⑤	14.2	
32	850	850	1900	2nd	1900	⑤	⑤	14.2	
33	....	750	....	2nd	1600	....	⑤	14.2	
34	....	900②	....	2nd	2000	....	⑤	14.2	
35	900	900	1700	2nd	1800	⑤	⑤	14.2	
36	....	850	....	2nd	1800	....	⑤	14.2	
37	....	750	....	2nd	1700	....	⑤	14.2	
38	....	800	....	2nd	1700	....	⑤	14.2	

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	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
<b>FORD MOTOR CO.</b>								
2000 4 Cyl. 2-Bbl.	6°B	6°B	37-41°	.025"	ALBRF-42	.034"	Ford 5200	39
2300 4 Cyl. 2-Bbl.	6°B	6°B	37-41°	.025"	ALAGR-52	.034"	Ford 5200	40
2800 V6 2-Bbl.	12°B	12°B	37-41°	.025"	ALAGR-42	.034"	Ford 5200	41
200" 6 Cyl. 1-Bbl.	6°B	6°B	35-39°	.027"	ALBRF-82	.034"	Car. YF	42
250" 6 Cyl. 1-Bbl.	6°B	6°B	35-39° <sup>②</sup>	.027" <sup>③</sup>	ALBRF-82	.044"	Car. RBS	43
<b>302" V8 2-Bbl.</b>								
Comet, Maverick								
Federal	6°B	6°B	24-30° <sup>②</sup>	.017" <sup>③</sup>	ALBRF-42	.035"	Ford 2100D	44
Calif.	6°B	6°B	24-30° <sup>②</sup>	.017" <sup>③</sup>	ALBRF-42	.044"	Ford 2100D	45
Torino, Montego								
Federal	10°B	6°B	24-30° <sup>②</sup>	.017" <sup>③</sup>	ALBRF-42	.035"	Ford 2100D	46
Calif.	10°B	6°B	24-30° <sup>②</sup>	.017" <sup>③</sup>	ALBRF-42	.044"	Ford 2100D	47
<b>351"W V8 2-Bbl.</b>								
Ford	....	6°B	24-30°	.017"	ALBRF-42	.044"	Ford 2100D	48
All Others	....	6°B	24-30°	.017"	ALBRF-42	.034"	Ford 2100D	49
351"C V8 2-Bbl.	....	14°B	26-30° <sup>②</sup>	.017" <sup>③</sup>	ALARF-42	.044"	Ford 2100D	50
351"C V8 4-Bbl.								
Single Points	....	20°B	26-30°	.017"	ALARF-42	.034"	Ford 4300	51
Dual Points	20°B	....	32-35°	.020"	ALARF-42	.034"	Ford 4300	52
<b>400" V8 2-Bbl.</b>								
460" V8 4-Bbl.	....	12°B	①	①	ALARF-41	.044"	Ford 2100D	53
460" V8 Police	....	14°B	①	①	ALARF-52	.054"	Ford 4300 <sup>①</sup>	54
460" V8 Police	....	10°B	①	①	ALARF-52	.054"	Ford 4300	55
<b>JEEP</b>								
232" 6 Cyl. 1-Bbl.	5°B <sup>①</sup>	....	31-34°	.016"	CHN-12Y	.035"	Car.YF	56
258" 6 Cyl. 1-Bbl.	3°B <sup>①</sup>	3°B <sup>①</sup>	31-34°	.016"	CHN-12Y	.035"	Car.YF	57
<b>304" V8 2-Bbl.</b>								
360" V8 2-Bbl.	5°B <sup>①</sup>	....	29-31°	.016"	CHN-12Y	.035"	Ford 2100	58
360" V8 2-Bbl.	5°B <sup>①</sup>	5°B <sup>①</sup>	29-31°	.016"	CHN-12Y	.035"	Ford 2100	59
<b>360" V8 4-Bbl.</b>								
401" V8 4-Bbl.	5°B <sup>①</sup>	5°B <sup>①</sup>	29-31°	.016"	CHN-12Y	.035"	Ford 4300	60
401" V8 4-Bbl.	5°B <sup>①</sup>	5°B <sup>①</sup>	29-31°	.016"	CHN-12Y	.035"	Ford 4300	61
401" Heavy Duty	2.5°B <sup>①</sup>	2.5°B <sup>①</sup>	29-31°	.016"	CHN-12Y	.035"	Ford 4300	62
<b>OLDSMOBILE</b>								
250" 6 Cy. 1-Bbl.	8°B	8°B	31-34°	①	ACR46TS	.035"	Roch. MV	63
350" V8 4-Bbl.	....	12°B	28-32°	①	ACR46S	.040"	Roch. 4MC	64
455" V8 4-Bbl.								
Cutlass	....	14°B	31-34°	①	ACR45S	.040"	Roch. 4MC	65
Toronado	....	10°B	31-34°	①	ACR46S	.040"	Roch. 4MC	66
All Others	....	8°B	31-34°	①	ACR46S	.040"	Roch. 4MC	67
<b>PONTIAC</b>								
250" 6 Cyl. 1-Bbl.	6°B	6°B	32.5°	.016"	AC-R46T	.035"	Roch. MV	68
350" V8 2-Bbl.								
Federal	10°B	12°B	30°	①	AC-R46TS	.040"	Roch. 2GC	69
Calif.	....	12°B	30°	①	AC-R46TS	.040"	Roch. 2GC	70
350" V8 4-Bbl.								
Federal	10°B	12°B	30°	.019"	AC-R46TS	.040"	Roch. 4MC	71
Calif.	....	10°B	30°	.019"	AC-R46TS	.040"	Roch. 4MC	72
<b>400" V8 2-Bbl.</b>								
Federal	....	12°B	30°	.019"	AC-R46TS	.040"	Roch. 2GC	73
Calif.	....	10°B	30°	.019"	AC-R46TS	.040"	Roch. 2GC	74
<b>400" V8 4-Bbl.</b>								
Federal	10°B	12°B	30°	①	AC-R45TS	.040"	Roch. 4MV	75
Calif.	....	10°B	30°	①	AC-R45TS	.040"	Roch. 4MV	76
<b>455" V8 4-Bbl.</b>								
Federal	....	12°B	30°	.019"	AC-R46TS	.040"	Roch. 4MC	77
Calif.	....	10°B	30°	.019"	AC-R46TS	.040"	Roch. 4MC	78
455" V8 4-Bbl. SD	10°B	12°B	30°	①	AC-R44TS	.040"	Roch. 4MC	79

IGNITION TIMING: B - BTDC. A - ATDC.

CARBURETORS: Car. - Carter. Roch. - Rochester.

SPARK PLUGS: AL - Autolite. CH - Champion.

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No.	HOT IDLE		FAST IDLE			IDLE CO %		AIR FUEL RATIO	REMARKS
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.	RPM	Man	Auto		
			RPM	Cam Step					
39	750±25	650	1600	②	1600	1-1.5	②	②	① - Equipped with Solid State Ignition. ② - Refer to Engine Compartment Tune-Up Decal. ③ - Federal .2-.5% Calif. .5-1.0% ④ - Calif. .2-1.5% ⑤ - Calif. .2-1.0% ⑥ - Federal .2% Max. ⑦ - Federal 625 Calif. 650±10 ⑧ - Calif. .4% Max. ⑨ - Federal 650±15 Calif. 675±10 ⑩ - Federal .05-.25% Calif. .10-.25% ⑪ - Calif. vehicles use Carter Thermo-Quad. ⑫ - Some models equipped with Solid State Ignition and no adjustments are required.
40	750	750±25	1600	②	1600	②	.12-.25	②	
41	750	650±25	1700	②	1700	②	③	②	
42	750	550±50	2000	②	2000	②	② ④	②	
43	750	600±50	1400	②	1400	②	② ⑤	②	
44	800	650	1250	②	1400	②	②	②	
45	....	650±25	②	②	②	...	.1-.25	②	
46	800	625	1250	②	1400	②	②	②	
47	....	650±25	②	②	②	...	.1-.25	②	
48	....	600	1500	②	1500	...	②	②	
49	....	600	1350	②	1350	...	②	②	
50	....	650±10	1500	②	1500	...	.4	②	
51	....	800±25	②	②	②	...	② ⑥	②	
52	②	....	②	②	②	②	.2	②	
53	....	⑦	....	②	1500	...	② ⑧	②	
54	....	⑧	...	②	1250	...	⑩	②	
55	....	650±15	...	②	1900	...	...	②	
56	550/650	....	1600	2nd	...	1-1.5	..	②	① - Ignition timing ±1°.
57	550/650	500/600	1600	2nd	1600	1-1.5	..	②	
58	750	....	1600	2nd	..	1-1.5	1-1.5	②	
59	750	700	1600	2nd	1600	1-1.5	1-1.5	②	
60	750	700	1600	2nd	1600	1-1.5	1-1.5	②	
61	750	700	1600	2nd	1600	1-1.5	1-1.5	②	
62	750	700	1600	2nd	1600	1-1.5	1-1.5	②	
63	850/450	600/450	②	②	②	.3	.3	③	① - New Points .019" Used Points .016" ② - Preset. ③ - See Engine Tune-Up Decal.
64	....	650/550	...	Low	1000	...	.3	③	
65	....	650/550	...	Low	1000	...	.3	③	
66	....	650/550	....	Low	1000	...	.3	③	
67	....	650/550	....	Low	1000	...	.3	③	
68	850/450	600/450	1800	③	1800	.2	.2	②	① - .019" for new points and .016" for used points. ② - See Engine compartment Tune-Up decal. ③ - Fast idle non-adjustable.
69	600/900	650	③	③	③	.2	.2	②	
70	....	625	....	③	③	...	.2	②	
71	600/1000	650	1500	High	1500	.2	.2	②	
72	....	625	....	High	1500	...	.2	②	
73	....	650	....	③	③	...	.2	②	
74	....	625	....	③	③	....	.2	②	
75	600/1000	650	1500	High	1500	.2	.2	②	
76	....	625	....	High	1500	...	.2	②	
77	....	650	....	High	1500	...	.2	②	
78	....	625	....	High	1500	...	.2	②	
79	600/1000	500/750	2000	High	2000	.2	.2	②	