1975-79 TUNE-UP PROCEDURES
Chevrolet V8

ENGINE INDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

Fifth character of Vehicle Identification Number (VIN), located on a plate affixed to top of instrument panel and visible through windshield, is the engine code.

VIN CODES

Application	Codes
1975	[1]
1976	
262"	G
305"	Q
350"	
2-Bbl.	V
4-Bbl.	L
400"	U
454"	S
1977-78	
305" (LG3) 2-Bbl.	U
350" (LM1 & L48) 4-Bbl.	L
350" (L82) 4-Bbl.	H
1979	
267" 2-Bbl.	J
305" 2-Bbl.	G
305" 4-Bbl.	H
350" 4-Bbl.	
All (Exc. Corvette)	L
Corvette	
Base Engine (L48)	8
High Performance Engine (L82)	4

[1] – VIN codes for 1975 models not available.

ENGINE IDENTIFICATION CODES

Engine code is located on the front, right side of cylinder block, in front of cylinder head.

1975 ENGINE CODES

Application	Codes
262" 2-Bbl.	
Monza	CZA, CZB, CZC, CZD, CZT, CZU, CZW
Nova	CZF, CZH, CZJ, CZK, CZL, CZM
350" 2-Bbl.	
Camaro	CMU, CMY, CRC, CRD, CRS, CRR, CRT, CRU, CUC, CRX, CUH, CUJ, CRZ, CRK, CUL, CUM, CUS
Chevelle	CMY, CRU, CRX, CR2, CUS
Nova	CMU, CMY, CRC, CRD, CRT, CRU, CRX, CUH, CUJ, CRZ, CUM, CUS
400" 4-Bbl.	
Chevelle	CHS, CTL, CTR
All Others	CSH, CSR, CSS, CST, CTL, CTM, CTR, CTS
454" 4-Bbl.	
Chevelle	CXK, CXW
All Others	CXK, CXL, CXX, CXY

1976 ENGINE CODES

Application	Codes
262"	
Man. Trans.	CZW
Auto. Trans.	CZU
305"	
California	CPJ, CPL
Federal	CPA, CPB, CPK
350" (Except Corvette)	
California	
Man. Trans.	CKZ
Auto. Trans.	CKK, CLH, CMH, CML, CMM, CUF

1976 ENGINE CODES (Cont.)

Application	Codes
350" (Except Corvette – Cont.)	
Federal	
Man. Trans.	CHT
Auto. Trans.	CHS, CHU, CKU, CKY, CLF, CMJ
350" (Corvette)	
Man. Trans.	CKW, CHC
Auto. Trans.	CKX, CLS, CKC
400"	
California	CSA, CSB, CSF, CSJ, CTL
Federal	CSW, CSX
454"	CXX, CXY

1977 ENGINE CODES

Application	Codes
305" 2-Bbl.	
California	CPC, CPM
Federal	
Man. Trans.	CPA
Auto. Trans.	CPY, CPR, CRA, CRB
350" (LM1) 4-Bbl.	L
California	CKB, CKR, CMM
Federal	
Man. Trans.	CKS
Auto. Trans.	CKW, CLL, CUB
High Altitude	CKM, CUC, CKA, CKK
350" (L48) 4-Bbl.	L
California	CLC
Federal	
Man. Trans.	CKZ
Auto. Trans.	CLA
High Altitude	CLB
350" (L82) 4-Bbl.	
Man. Trans.	CLD
Auto. Trans.	CLF

1978-79 ENGINE CODES [1]

Application	Codes
305" (LG3) 2-Bbl.	
California	CEK, CRK, CRY, CTC, CTF
Federal	
Man. Trans.	CER, CRW, CTA, CTH, C4D
Auto. Trans.	CEJ, CEM, CTB, CTJ, CTL, CRU, CRX, DAF
High Altitude	CTD
350" (LM1) 4-Bbl.	
California	CHT, CMB, CHJ
Federal	
Man. Trans.	CHR, CHS, CMD
Auto. Trans.	CHF, CHH, CHC, CMA, CUF
High Altitude	CMC, CHL, CHM, CHU
350" (L48) 4-Bbl.	
California	CLR
Federal	
Man. Trans.	CHW
Auto. Trans.	CLM
High Altitude	CLS
350" (L82) 4-Bbl.	
Federal	
Man. Trans.	CMR
Auto. Trans.	CMS

[1] – 1979 engine codes not available.

TUNE-UP NOTES

NOTE: In order to comply with emission standards, specifications shown on engine compartment Emission Control Tune-Up Decal must be used in all instances.

1975-79 TUNE-UP PROCEDURES
Chevrolet V8 (Cont.)

NOTE: The EPA High Altitude emission standards apply to vehicles sold in certain areas outside of California which have an elevation above 4000 feet.

NOTE: Before making compression test or cranking engine with a remote starting switch, disconnect ignition switch "BATT" terminal lead at distributor.

CAUTION: Do not remove spark plug wires with engine running. High Energy Ignition (HEI) secondary voltage is higher than standard ignition systems and may inflict harmful electrical shock.

NOTE: Damage to the HEI electronic module and/or ignition coil may result if "TACH" terminal, in distributor cap connector, is directly grounded.

ENGINE COMPRESSION

Check compression pressure with engine at normal operating temperature, all spark plugs removed and throttle and choke valves wide open. Check compression through at least 4 compression strokes.

COMPRESSION SPECIFICATIONS

Application	Specification
1975-76	
Compression Ratio	
454"	8.25:1
All Others	8.5:1
Recommended Fuel	Unleaded (87 AKI Minimum)
Compression Pressure	
262" & 305"	155 psi
350"	150 psi
400" & 454"	160 psi
Maximum Variation Between Cylinders	20 psi
1977-78	
Compression Ratio	
350" (L82) 4-Bbl.	9.0:1
All Others	8.5:1
Recommended Fuel	Unleaded (87 AKI Minimum)
Compression Pressure	160 psi
Maximum Variation Between Cylinders	20 psi
1979	
Compression Ratio	
350" 4-Bbl. (VIN 4)	9.0:1
All Others	8.5:1
Recommended Fuel	Unleaded (87 AKI Minimum)
Compression Pressure	120-160 psi
Maximum Variation Between Cylinders	30%

VALVE CLEARANCE

Hydraulic Lifters - One (1) full turn down from zero lash.

VALVE ARRANGEMENT

262", 305", 350" & 400"

E-I-I-E-E-I-I-E (Front-to-Rear, Both Banks).

454"

E-I-E-I-E-I-E-I (Front-to-Rear, Left Bank),
I-E-I-E-I-E-I-E (Front-to-Rear, Right Bank).

SPARK PLUGS

SPARK PLUG TYPE

Application	AC NO.
1975	
All Models	R44TX
1976-79	
400"	R44TX
All Others	R45TS

SPARK PLUG INSTALLATION

Application	Gap	Torque
All Models	[1] .045"	15 ft. lbs.

[1] - Set gap to .060" on 1975 models.

HIGH TENSION WIRE RESISTANCE

Carefully remove ends of wire from spark plug and distributor. Using an ohmmeter, check resistance while gently twisting wire. If resistance is not to specification, or fluctuates from infinity to any value, replace wire.

WIRE RESISTANCE

Wire Length	Ohms (Maximum)
1975-76	
0-15"	10,000
15-25"	15,000
25-35"	20,000
Above 35"	25,000
1977-79	
0-24"	30,000
Over 24"	50,000

DISTRIBUTOR

All models are equipped with High Energy Ignition systems. No adjustments are required.

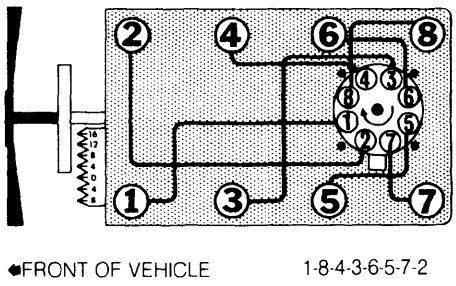

Fig. 1: Firing Order & Timing Marks

IGNITION TIMING

NOTE: Some engines incorporate a magnetic timing probe hole for use with special electronic timing equipment. Refer to the equipment manufacturer's instructions for correct procedures.

Check or adjust ignition timing with engine at normal operating temperature, choke fully open, air conditioning off, distributor vacuum advance hose disconnected and plugged and engine running at specified RPM.

1975 IGNITION TIMING SPECIFICATIONS (DEGREES BTDC@RPM)

Application	Man. Trans.	Auto. Trans.
262" 2-Bbl.	8@800	8@600
350" 2-Bbl.	6@800	6@600
350" 4-Bbl.		
California	4@800	6@600
Federal		
Corvette	6@900	6@700
All Others	6@800	8@600
400" 4-Bbl.		
California	4@800	8@600
Federal		
Corvette	6@900	6@700
All Others	6@800	8@600
454" 4-Bbl.		16@600

1975-79 TUNE-UP PROCEDURES
Chevrolet V8 (Cont.)

1976 IGNITION TIMING SPECIFICATIONS (DEGREES BTDC@RPM)

Application	Man. Trans.	Auto. Trans.
262" 2-Bbl.	8@800	8@600
305" 2-Bbl.		
California		TDC@600
Federal	6@800	6@600
350" 2-Bbl.		6@600
350" 4-Bbl.		
California	6@800	6@600
Federal		
Exc. Corvette	8@800	8@600
Corvette	12@1000	12@700
400" 4-Bbl.		8@600
454" 4-Bbl.		12@550

1977 IGNITION TIMING SPECIFICATIONS (DEGREES BTDC@RPM)

Application	Man. Trans.	Auto. Trans.
305" (LG3) 2-Bbl.		
California		6@500
Federal	8@600	8@500
350" (LM1 & L48) 4-Bbl.		
California		8@500
Federal	8@700	8@500
High Altitude		8@600
350" (L82) 4-Bbl.	12@800	12@700

1978 IGNITION TIMING SPECIFICATIONS (DEGREES BTDC@RPM)

Application	Man. Trans.	Auto. Trans.
305" (LG3) 2-Bbl.		
California		6@500
Federal	4@600	[1] 4@500
High Altitude		8@600
350" (LM1 & L48) 4-Bbl.		
California		8@500
Federal	6@700	6@500
High Altitude		[2] 8@650
350" (L82) 4-Bbl.	12@800	12@700

[1] – Ignition timing is 6°BTDC@600 for Monza.
[2] – Ignition timing is 6°BTDC@600 for Camaro.

1979 IGNITION TIMING SPECIFICATIONS (DEGREES BTDC@RPM)

Application	Man. Trans.	Auto. Trans.
267" 2-Bbl.	4@600	8@1200
305" 2-Bbl.		
Federal	4@600	4@500
California		[1] 4@600
305" 4-Bbl.		
Calif. & Federal	4@700	4@500
High Altitude		8@600
350" (VIN L)		
California		8@500
Federal	6@700	6@500
High Altitude		8@600
350" (VIN 4)	12@900	12@700
350" (VIN 8)		
California		8@500
Federal	6@700	4@500
High Altitude		8@600

[1] – 2°BTDC@600 RPM for Monza.

HOT (SLOW) IDLE RPM

NOTE: Idle speed adjustment procedures will vary with vehicle model and component application. Refer to Emission Control Tune-Up Decal in engine compartment for adjustment preparations, then proceed as follows:

1975 Models – Ensure engine is at normal operating temperature, air cleaner is installed, choke is fully open, and air conditioner is off (if equipped).
2) Disconnect fuel tank hose from fuel vapor canister. Disconnect and plug distributor vacuum advance hose. Check ignition timing and adjust if necessary. Reconnect vacuum advance hose.
3) On models without idle speed solenoid, place automatic transmission in Drive (if equipped). With engine running, turn idle speed screw to obtain specified RPM.
4) On models with idle speed solenoid, disconnect electrical lead at solenoid. Place automatic transmission in Drive (if equipped). Turn low idle speed screw to obtain specified low idle speed. Reconnect solenoid and open throttle slightly to allow solenoid plunger to extend. Turn solenoid plunger screw to obtain specified idle speed.

1975 IDLE SPEED (RPM) SPECIFICATIONS

Application	Curb Idle	Solenoid Energized
350" 4-Bbl.		
High Performance		
Man. Trans.	900	
Auto. Trans.	700	
454" 4-Bbl.	500	600
All Others		
Man. Trans.	800	
Auto. Trans.	600	

1976 Models – 1) Ensure engine is at normal operating temperature, air cleaner is installed, choke is fully open, and air conditioner is off (if equipped).
2) Disconnect PCV hose. Disconnect and plug distributor vacuum advance hose. Check ignition timing and adjust if necessary. Reconnect vacuum advance hose.
3) On models without idle speed solenoid, place automatic transmisssion in Drive or manual transmission in Neutral. Turn idle speed screw to obtain specified RPM. Reconnect PCV hose to vapor canister and recheck idle RPM.
4) On models with idle speed solenoid, place automatic transmission in Drive and turn air conditioning on. Adjust idle speed solenoid to obtain specified curb idle RPM. Turn air conditioning off, and adjust idle speed screw to again obtain specified idle RPM.

1976 IDLE SPEED (RPM) SPECIFICATIONS

Application	Curb Idle
350" Corvette	
Man. Trans.	1000
Auto. Trans.	700
454"	550
All Others	
Man. Trans.	800
Auto. Trans.	600

1977 Models – Adjust carburetor speed screw to obtain specified curb idle RPM. If equipped with air conditioning, disconnect electrical lead from A/C compressor clutch. Turn A/C on, to fully extend solenoid plunger. Adjust solenoid screw to obtain solenoid energized RPM. Turn A/C off and reconnect A/C compressor clutch lead.

1975-79 TUNE-UP PROCEDURES
Chevrolet V8 (Cont.)

1977 IDLE SPEED (RPM) SPECIFICATIONS

Application	Curb Idle	Solenoid Energized
305" (LG3) 2-Bbl.		
Man. Trans.	600	700
Auto. Trans.	500	650
350" (LM1 & L48) 4-Bbl.		
Calif. & Federal		
Man. Trans.	700	.....
Auto. Trans.	500	650
High Altitude	600	650
350" (L82) 4-Bbl.		
Man. Trans.	800	.....
Auto. Trans.	700	800

1978 Models Without A/C Or Idle Speed Solenoid - On vehicles equipped with 305" engine, place idle speed screw on lowest step of fast idle cam. Turn idle speed screw to obtain specified curb idle RPM.

1978 Models Without A/C, With Idle Speed Solenoid - 1) With solenoid energized, open throttle valve slightly to allow solenoid plunger to fully extend. Adjust solenoid screw to obtain specified solenoid energized RPM.
2) Disconnect electrical lead to de-energize solenoid. With solenoid de-energized, adjust idle speed screw to obtain specified curb idle RPM.

1978-79 Models With A/C - 1) With engine at normal operating temperature and air conditioning off, turn idle speed screw to obtain specified curb idle RPM. Disconnect A/C compressor clutch lead at compressor.
2) Turn air conditioning on and place automatic transmission in Drive. Open throttle slightly to allow solenoid plunger to fully extend. Turn solenoid screw to obtain specified solenoid energized RPM. Reconnect A/C compressor clutch lead after adjustment is completed.

1979 Models Without A/C - With engine at normal operating temperature, turn idle speed screw to obtain specified curb idle RPM.

1978 IDLE SPEED (RPM) SPECIFICATIONS

Application	Curb Idle	Solenoid Energized
305" (LG3) 2-Bbl.		
California	600	700
Federal		
Man. Trans.	600	.....
Auto. Trans.	500	.....
High Altitude	500	600
350" (LM1 & L48)		
4-Bbl.		
California		
Man. Trans.	700	.....
Auto. Trans.	500	600
Federal		
Man. Trans.	700	.....
Auto. Trans.	500	600
High Altitude	[1] 500	650
350" (L82) 4-Bbl.		
Federal		
Man. Trans.	900	.....
Auto. Trans.	700	800

[1] - L48 engine curb idle is 600 RPM.

1979 IDLE SPEED (RPM) SPECIFICATIONS

Application	Curb Idle	Solenoid Energized
267" & 305" 2-Bbl.		
California	600	650
Federal		
Man. Trans.	600	700
Auto. Trans.	500	600
305" & 350" 4-Bbl.		
(Except VIN 4)		
Man. Trans.	700	.....
Auto. Trans.	[1] 500	[2] 600
350" 4-Bbl. (VIN 4)		
Man. Trans.	900	.....
Auto. Trans.	700	750

[1] - 600 RPM for High Altitude vehicles.
[2] - 650 RPM for High Altitude vehicles.

IDLE MIXTURE

NOTE: Idle mixture screws on all 1979 Rochester carburetors are covered by hardened steel plugs. Manufacturer recommends plug removal and idle mixture adjustment only after major carburetor overhaul, throttle body replacement or emissions failures.

MIXTURE SCREW PLUG REMOVAL

1) Remove carburetor from engine, invert carburetor and drain fuel. Place carburetor on holding fixture with manifold side up.
2) Place a punch between the 2 locator marks on throttle body beneath mixture screw plug (manifold side) and break out throttle body to gain access to plug.
3) Use punch to drive out mixture screw plug. If hardened steel plug shatters, remove loose pieces.
4) Repeat steps **2)** and **3)** to remove remaining plug (if equipped).

TACHOMETER (LEAN DROP) PROCEDURE

1975 Models - Reconnect distributor vacuum advance hose (if disconnected). Cut tabs off limiter caps (do not remove caps from screws. Adjust idle speed to specified RPM.
2) Turn idle mixture screws out equally, until highest RPM is obtained. Readjust idle speed to highest specified RPM, if necessary. Turn idle mixture screws in equally, until lowest specified RPM is obtained.

1976-77 Models - 1) Set parking brake and block drive wheels. Remove air cleaner to access carburetor, but keep vacuum hoses connected. Disconnect and plug other hoses as directed in Emission Control Tune-Up Decal under hood.
2) Ensure engine is at normal operating temperature, choke is fully open, and A/C off (if equipped). Disconnect and plug distributor advance hose. Check ignition timing and adjust if necessary. Reconnect vacuum advance hose.
3) Using care not to bend idle mixture screws, remove limiter caps from idle mixture screws. Lightly seat idle mixture screws, then back out just enough so engine will run.
4) Place automatic transmission in Drive. Back out (richen) idle mixture screws until maximum idle speed is obtained. Next, adjust idle speed screw until maximum RPM reading is obtained.
5) Turn idle mixture screw in (lean) until lower RPM reading is obtained. Adjust idle speed screw to obtain specified curb idle speed. Reconnect all hoses and install air cleaner.

1975-79 TUNE-UP PROCEDURES
Chevrolet V8 (Cont.)

IDLE MIXTURE SPECIFICATIONS

Application	RPM
1975	
262" 2-Bbl.	
Man. Trans.	900/800
Auto. Trans.	630/600
350" 2-Bbl.	
Man. Trans.	900/800
Auto. Trans.	650/600
350" 4-Bbl. High. Perf.	
Man. Trans.	1000/900
Auto. Trans.	750/700
350" & 400" 2-Bbl.	
Man. Trans.	900/800
Auto. Trans.	650/600
454" 4-Bbl.	630/600
1976	
262" & 305" 2-Bbl.	
Man. Trans.	900/800
Auto. Trans.	630/600
350" 2-Bbl.	650/600
350" (L82) 4-Bbl.	
Man. Trans.	1100/1000
Auto. Trans.	750/700
350" & 400" 4-Bbl.	
Man. Trans.	900/800
Auto. Trans.	650/600
454" 4-Bbl.	580/550
1977	
305" (LG3) 2-Bbl.	
Man Trans.	650/600
Auto. Trans.	550/500
350" (LM1 & L48) 4-Bbl.	
Calif. & Federal	
Man Trans.	800/700
Auto. Trans.	550/500
High Altitude	650/600
350" (L82) 4-Bbl.	
Man. Trans.	900/800
Auto. Trans.	750/700

PROPANE ENRICHMENT PROCEDURE

1978-79 Models - 1) With engine at normal operating temperature, choke fully open and A/C off (if equipped), set parking brake and block drive wheels. Disconnect and plug hoses as directed on Emission Control Tune-Up Decal under hood.

2) Connect tachometer to engine. Disconnect vacuum advance and set timing to specification. Reconnect vacuum advance. Disconnect crankcase ventilation tube from air cleaner. Insert hose, with rubber stopper (J-26911), from propane valve into positive crankcase ventilation tube opening in air cleaner.

3) Propane cartridge must be in vertical position. Slowly open propane control valve until maximum engine speed is reached with automatic transmission in Drive or manual transmission in Neutral.

NOTE: Too much propane will cause engine speed to drop.

4) Observe propane flow meter to ensure propane cartridge is full. With propane flowing, adjust idle speed screw to enriched RPM. Readjust propane flow to be certain of maximum engine speed and adjust idle speed if necessary.

5) Turn off propane. Place transmission in Neutral and run engine at 2000 RPM for 30 seconds. Put automatic transmission in Drive (manual transmission in Neutral). Check idle speed. If idle speed agrees with idle speed shown on Emission Control Tune-Up Decal, idle mixture is correct. Proceed to step **8)**.

6) If idle speed is too low, back mixture screws out 1/8 turn at a time until correct speed is reached. If speed is too high, turn mixture screws in 1/8 turn at a time until correct speed is reached.

NOTE: It may be necessary to remove air cleaner to reach idle mixture screws. Reinstall air cleaner to check idle speed.

7) Turn propane on again to check maximum engine idle speed. If speed is different from specification, readjust idle speed screw to enriched RPM with propane flowing. Turn off propane, place transmission in Neutral and accelerate engine to 2000 RPM for 30 seconds. Recheck idle speed. Idle speed should agree with specifications. If not, repeat procedure starting with step **6)**.

8) If idle is unusually rough, turn mixture screws in until lightly seated. Back screws out equally to previous position and rerun propane idle test starting with step **2)**. If idle is correct, turn engine off and remove propane set up. Reconnect all hoses.

PROPANE ENRICHED RPM SPECIFICATIONS

Application	Enriched RPM
1978-79	
267" 2-Bbl.	
Man. Trans.	680-720
Auto. Trans.	520-540
305" 2-Bbl	
California	640-660
Federal	
Man. Trans.	710-750
Auto. Trans.	520-540
305" & 350" 4-Bbl. (Except VIN 4)	
California	520-560
Federal	
Man. Trans.	800-850
Auto. Trans.	530-570
High Altitude	630-670
350" 4-Bbl. (VIN 4)	
Man. Trans.	975-1025
Auto. Trans.	730-770

COLD (FAST) IDLE RPM

1975-76 Models - 1) On 2-barrel carburetors, turn idle speed screw in until it contacts lowest step of fast idle cam, then turn screw in one full turn. Place idle speed screw on highest step of fast idle cam.

2) Using specified gauge (drill bit), check clearance between upper edge of choke valve and air horn wall. See COLD (FAST) IDLE RPM GAUGE table. Bend choke lever tang if adjustment is required.

3) On 4-barrel carburetors, ensure engine is at normal operating temperature. Disconnect and plug hose at EGR valve. On 454" engine, disconnect and plug distributor vacuum advance hose and place cam follower lever on second step of cam. On 350" and 400" engines, position cam follower lever on highest step of fast idle cam. On all models, turn fast idle screw to obtain specified fast idle RPM.

COLD (FAST) IDLE RPM GAUGE SPECIFICATIONS

Application	Gauge Diameter
1975	
7045101, 7045102 & 7045105	.375"
7045106, 7045401, 7045402, 7045405 & 7045406	.380"
All Others	.400"
1976	
All Models	.260"

1977-79 Models - With engine at normal operating temperature, disconnect and plug vacuum hose at EGR valve. Position cam follower on cam step specified on Emission Control Tune-Up Decal under hood. Turn fast idle screw to obtain specified fast idle speed.

NOTE: No fast idle adjustment is necessary on 1977-78 305" engine. When hot (slow) idle RPM is correctly adjusted, fast idle speed will be correct.

1975-79 TUNE-UP PROCEDURES
Chevrolet V8 (Cont.)

FAST IDLE SPEED (RPM) SPECIFICATIONS

Application	Man. Trans.	Auto. Trans.
1975		
350" & 400"	1600	1600
454"	1000	1000
1976-78 (All Models)	[1] 1300	1600
1979		
267" & 305" 2-Bbl.		
Federal	1300	1600
California		1950
305" & 350" 4-Bbl.		
Exc. High Altitude	1300	1600
High Altitude		1750

[1] - L82 fast idle speed is 1600 RPM.

AUTOMATIC CHOKE

1) Remove air cleaner and check that choke valve and rod move freely and that fast idle speed is properly adjusted. On 2-barrel carburetors, place idle speed screw on highest step of fast idle cam.

1975-78 AUTOMATIC CHOKE SETTINGS

Application	Setting
1975	
262" & 350" 2-Bbl. (California)	Index
350" 2-Bbl. (Federal)	1NR
350" & 400" 4-Bbl.	
Man. Trans.	2NL
Auto. Trans.	Index
454" 4-Bbl.	3NL
1976	
262" & 305" 2-Bbl. (California)	Index
350" 2-Bbl. (Federal)	1NR
350" & 400" 4-Bbl.	
Corvette	3NL
All Others	2NL
454" 4-Bbl.	Index
1977	
305" 2-Bbl.	
California	1/2NL
Federal	Index
350" 4-Bbl.	
Man. Trans.	3NL
Auto. Trans.	2NL
1978	
305" 2-Bbl.	
California	1/2NL
Federal & High Alttitude	Index
350" 4-Bbl.	2NL

1979 AUTOMATIC CHOKE SETTINGS

Application	Setting
1979	
267" & 305" 2-Bbl.	1NL
305" 4-Bbl.	
California & Federal	[1] 2NL
High Altitude	1NL
350" 4-Bbl.	
California	2NL
Federal & High Altitude	
Man. Trans.	2NL
Auto. Trans.	1NL

[1] - 1NL for carburetor numbers 17059216 and 17059217.

2) Loosen choke coil cover retaining screws and rotate choke cover, against coil tension, until choke valve begins to close. Continue to rotate cover until index marks line up with specified point on choke housing, then tighten retaining screws.

3) On 4-barrel carburetors and 1979 models, loosen choke cover retaining screws. Position fast idle cam follower on highest step of fast idle cam. Rotate cover and coil assembly counterclockwise until choke valve just closes. Align index mark on cover with specified mark on choke housing. Tighten cover retaining screws.

FUEL PUMP

FUEL PUMP PRESSURE

FUEL PUMP SPECIFICATIONS

Application	Specifications
Pressure	
Monza (At 12.6 Volts)	[1] 7.5-9.0 psi
All Others (At Idle)	[2] 7.5-9.0 psi
Volume (At Idle)	1 pint in 30 sec.

[1] - Specification is 3-4.5 psi on 1977 Monza.
[2] - Specification is 3.5 psi on 1975 models.

IGNITION

DISTRIBUTOR

All models are equipped with High Energy Ignition systems. No adjustments are required.

Other Data & Specifications - Also see Delco Ignition Systems article in DISTRIBUTOR & IGNITION SYSTEMS section.

IGNITION COIL

IGNITION COIL SPECIFICATIONS

Application	Specification
Resistance	
Primary (At 75°F)	[1] 0.4-0.5 ohm
Secondary (At 75°F)	6000-30,000 ohms
Coil Output	25,000-35,000 volts

[1] - One ohm on 1975 models, 0-0.1 ohms on 1978-79 models.

FUEL SYSTEM

CARBURETOR

CARBURETORS

Application	Model
1975-76	
262", 305" & 350"	Rochester 2GC 2-Bbl.
350" & 400"	Rochester M4MC 4-Bbl.
454"	Rochester M4MC & M4ME 4-Bbl.
1977-78	
305"	Rochester 2GC 2-Bbl.
350"	Rochester M4MC 4-Bbl.
1979	
267" & 305"	Rochester M2MC 2-Bbl.
305" & 350"	Rochester M4MC 4-Bbl.

Other Data & Specifications - Also see Rochester Carburetor article in FUEL SYSTEMS section.