1975-79 TUNE-UP PROCEDURES
Ford Motor Co. 6-Cylinder

ENGINE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

Engine can be identified by fifth character of Vehicle Identification Number (VIN). This number is stamped on a plate located on driver's side of dashboard, and can be seen through the windshield. Number can also be found on Vehicle Certification Label mounted to rear face of left-hand door.

VIN CODES

Application	Codes
200"	T
250"	L

TUNE-UP NOTES

NOTE: Due to running changes in production and emission standards, manufacturer recommends that specifications shown on engine compartment Emission Control Tune-Up Decal be used in all instances.

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: When connecting tachometer to Solid State Ignition (SSI) or Dura-Spark ignition coil, install the alligator clip on tachometer into the "DEC" (TACH) cavity.

NOTE: The 1978-79 200" Fairmont and Zephyr models are equipped with a Dual Mode ignition timing module on High Altitude models only. Ignition module 3-pin wire connector must be disconnected from system's sensor (barometric pressure switch), when setting basic ignition timing.

NOTE: On vehicles equipped with catalytic converters, do not allow or create a condition of engine misfire in more than one cylinder for more than 30 seconds. Damage to converter may result due to loading converter with unburned air/fuel mixture.

ENGINE COMPRESSION

Test compression with all spark plugs removed and engine at normal operating temperature. Crank engine through at least 5 compression strokes before recording reading.

ENGINE COMPRESSION SPECIFICATIONS

Application	Specification
Compression Ratio	
1975-76	
200"	8.3:1
250"	8.0:1
1977-78	
California	8.1:1
Federal	8.5:1
1979	
200"	8.5:1
250"	8.6:1
Recommended Fuel	Unleaded (87 AKI Minimum)
Maximum Variation Between Cylinders	25%

VALVE CLEARANCE

Hydraulic Lifters - Zero lash.

VALVE ARRANGEMENT

E-I-I-E-I-E-E-I-E-I-I-E - (Front-to-rear).

SPARK PLUGS

SPARK PLUG TYPE

Application	Autolite No
1975-77	
All Models	BRF82
1978-79	
All Models	BSF82

SPARK PLUG INSTALLATION

Application	Gap	Torque
All Models	.050" [1]	15-20 ft.lbs.

[1] - Spark plug gap is .044" on 1975-76 models. Spark plug gap is .060" on 1978 California 200" engines.

HIGH TENSION WIRE RESISTANCE

1) Loosen wires from spark plugs by twisting spark plug boot carefully to loosen seal on spark plug. Remove wires by pulling on plug boot. Remove distributor cap from distributor, leaving wires connected to cap.

NOTE: DO NOT disconnect wires from distributor cap unless replacement is necessary.

2) Using an ohmmeter, check resistance of each wire by connecting one ohmmeter lead to spark plug terminal and other lead to distributor cap insert. If more than 5000 ohms resistance per inch, remove wire and test again. If still over 5000 ohms per inch, replace wire.

NOTE: Whenever a high resistance wire is disconnected, the interior of the spark plug terminal boot must be coated with dielectric silicone grease before it is reattached.

DISTRIBUTORS

All 1975-76 models are equipped with Solid State Ignition (SSI) system. All 1977-79 models are equipped with Dura-Spark ignition systems. No adjustments are necessary.

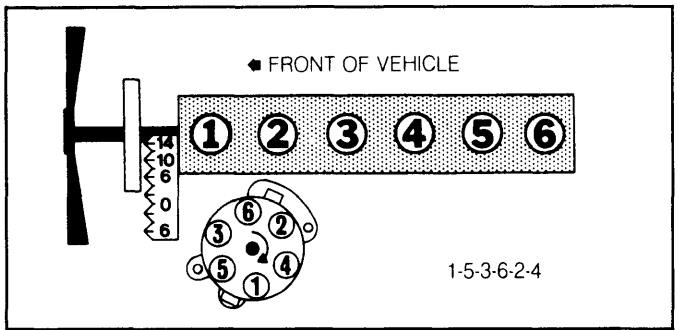

Fig. 1: Firing Order & Timing Marks

IGNITION TIMING

NOTE: If the Dura-Spark two-piece distributor cap must be removed, first remove top portion, then rotor, then bottom portion. If any spark plug wire is disconnected with this system, connection must first be greased with silicone grease before it is reattached.

1975-77 Models - Check or adjust ignition timing with engine at normal operating temperature, distributor vacuum hose(s) disconnected and plugged, and engine idling at 600 RPM or less.

1978-79 Models - 1) Clean front damper surface and make a White mark on proper degree line of damper and pointer. Turn A/C off and disconnect and plug vacuum lines from distributor.

1975-79 TUNE-UP PROCEDURES
Ford Motor Co. 6-Cylinder (Cont.)

2) If equipped with dual mode timing ignition module, disconnect the 3-pin switch assembly from ignition module. On all models, connect timing light to No. 1 spark plug and a tachometer to engine.

NOTE: Use only a clamp-on, inductive type timing light and a tachometer compatible with Dura-Spark ignition system.

3) With engine at normal operating temperature, adjust ignition timing to specification. If initial timing is within 2 degrees of specification, do not adjust. Reconnect 3-pin connector.

IGNITION TIMING SPECIFICATIONS (BTDC@RPM) [1]

Application	Man. Trans.	Auto. Trans.
1977		
200"	6@600	
250"		
Calif.		8@600
Federal	4@600	6@600
1978		
200" [2]	10@800	10@650
250"		
Calif.		6@700
Federal	4@800	14@700
1979		
200"		
Calif.		10@750
Federal	8@750	10@750
High Alt.		10@750
250"		
Calif.		6@750
Federal	4@750	10@750

[1] – On 1975-76 models, see Emission Control Tune-Up Decal for ignition timing specifications.
[2] – Ignition timing is 6°BTDC for engine with Calibration No. 8-7B-R11.

HOT (SLOW) IDLE RPM

VEHICLE PREPARATION

NOTE: Some engines may experience normal fluctuations in idle speeds, causing variations in engine speed measurement. If this occurs, check speed three times and use average speed. Vehicle preparation is not required on 1975-77 models.

1978-79 Models – 1) Apply parking brake and block wheels. If equipped with automatic parking brake release, disconnect and plug vacuum line at parking brake.
2) All vacuum hoses must remain installed to air cleaner and air cleaner must be installed when checking engine RPM. All adjustments must be made with engine at normal operating temperature.
3) Disconnect fuel evaporation purge valve vacuum hose at first point where hose can be disconnected. Disconnect hose at that point, cap port and plug hose. DO NOT disconnect hose at purge valve. Check curb idle speed.
4) After service, reconnect vacuum hoses. Stop engine and remove all test equipment. Reconnect automatic parking brake release vacuum line (if equipped).

CURB IDLE SPEED

1975-76 Models – 1) Remove air cleaner. Disconnect and plug vacuum hose. Set parking brake and block drive wheels. With engine at normal operating temperature, check and adjust ignition timing. With choke plate fully open and A/C off, place manual transmission in Neutral or automatic transmission in Drive.
2) With throttle stop solenoid energized and plunger extended, adjust solenoid plunger contact screw to obtain higher (solenoid energized) RPM. Collapse plunger into solenoid.
3) Adjust curb idle RPM (solenoid de-energized) using screw located on throttle body. Open throttle and allow plunger to extend, then adjust dashpot to specification. See Emission Control Tune-Up Decal under hood for specifications.

NOTE: Some 1977 California A/C equipped Granada and Monarch models may experience a stalling condition when A/C is on. Engine stalls with A/C on can be corrected by increasing idle speed from 600 to 700 RPM. Set idle speed with A/C on and compressor clutch lead disconnected. Turn Throttle Solenoid Positioner (TSP) on front of carburetor. Reconnect compressor lead and road test vehicle.

1977 Models – 1) With engine at normal operating temperature, remove air cleaner assembly. Disconnect and plug vacuum lines to air cleaner. Turn off all accessories. On models equipped with idle stop solenoid or solenoid/dashpot assembly, collapse solenoid plunger by forcing throttle lever against stop.
2) On models equipped with 250" engine and A/C with dual solenoids, collapse plunger on solenoid located at back of carburetor. With solenoid plunger collapsed, check solenoid de-energized RPM. Adjust idle speed, if necessary, by means of throttle adjustment screw.
3) On all models, run engine at 2500 RPM for 15 seconds. Allow engine to return to idle and place automatic transmission in Drive. Check curb idle RPM and adjust if necessary.

NOTE: If unable to obtain specified curb idle RPM on models equipped with dashpot, ensure that clearance exists between dashpot plunger and throttle lever.

4) On models equipped with 250" engine and A/C with dual solenoids, check the A/C on idle speed as follows: turn A/C system on to energize front solenoid.
5) Open throttle to allow solenoid plunger to extend fully, then release throttle. Check A/C on idle speed and adjust to specifications by turning front solenoid. See Emission Control Tune-Up Decal for A/C on idle speed specifications.
6) On all models, install air cleaner assembly. Recheck curb idle speed and repeat adjustment procedure if not within specifications. Final curb idle speed reading must be taken with air cleaner installed. After service, turn off engine, disconnect test equipment, and reconnect air cleaner vacuum lines.

1978 Models – 1) On models without idle speed solenoid, adjust throttle stop screw until specified curb idle RPM is obtained. Make sure screw is against stop. Dashpot (if equipped) clearance must be checked and adjusted. Collapse dashpot plunger and check clearance between plunger and pad on throttle lever.
2) On models with idle speed solenoid but without A/C, adjust solenoid idle speed screw (opposite solenoid plunger) to obtain specified curb idle RPM. With engine running, force throttle lever pad against solenoid plunger. Now adjust throttle stop screw until specified solenoid de-energized RPM is obtained.
3) On models with A/C, place A/C control lever in the "ON" position to energize front idle speed solenoid. Open throttle slightly to allow solenoid plunger to extend fully. Release throttle.
4) Disconnect A/C compressor clutch lead. To adjust A/C on RPM, loosen lock nut on front idle speed solenoid. Rotate solenoid until correct RPM is obtained. See Emission Control Tune-Up Decal for A/C on idle speed specifications. Tighten lock nut. Move A/C control lever to the "OFF" position.
5) To adjust A/C off RPM, adjust screw on rear of front idle speed solenoid until specified RPM is obtained. To adjust rear idle speed solenoid off RPM, collapse rear solenoid plunger by forcing it against throttle lever pad. Adjust throttle stop screw until specified RPM is obtained.

1975-79 TUNE-UP PROCEDURES
Ford Motor Co. 6-Cylinder (Cont.)

1975-78 IDLE SPEED (RPM) SPECIFICATIONS [1]

Application	Curb Idle	Solenoid De-Energized
1975		
Granada		
Man. Trans.	850	500
Auto. Trans.	600	500
Maverick		
Man. Trans.	800	500
Auto. Trans.	600	700
1977-78		
200"		
Man. Trans.	800	500
Auto. Trans.	650	700
250"		
Man. Trans.	800	.....
Auto. Trans.	700	500

[1] - On 1975 models, see Emission Control Tune-Up Decal under hood for specifications.

1979 Models - 1) With A/C off, engine at normal operating temperature, choke plate fully opened, and shift lever in Neutral for manual transmission vehicles or Drive for automatic transmission vehicles, measure each engine speed and compare to specifications.

2) Before checking idle speeds, run engine at 2500 RPM for 15 seconds. Allow engine speed to stabilize. Measure idle RPM and compare to specifications. Repeat this step 3 times. If average speed is not within 50 RPM of specification, adjust respective engine speed as follows:

3) On models without solenoid devices, turn throttle stop adjustment screw until specified curb idle RPM is obtained.

4) On non-A/C models or with A/C off, turn throttle stop adjustment screw until specified curb idle RPM is obtained.

5) On models with anti-diesel Throttle Solenoid Positioner (TSP), turn throttle solenoid positioner on adjustment screw until specified curb idle speed is reached.

6) For TSP off idle speed, run engine and collapse TSP plunger by forcing throttle lever pad against plunger. Turn throttle adjusting screw until specified TSP off RPM is obtained.

7) On models with A/C Throttle Solenoid Positioner (TSP), turn throttle stop adjusting screw until specified curb idle RPM is obtained. For A/C on idle speed, move climate control selector on instrument panel to A/C "ON" position to energize TSP.

8) Open throttle to allow solenoid plunger to extend fully. Release throttle, and disconnect A/C compressor clutch wire at compressor. Adjust TSP on adjustment screw until specified RPM is obtained. Then, move climate control selector to "OFF" position and reconnect A/C compressor clutch wire.

NOTE: If adjustment is required, loosen lock nut securing TSP and turn TSP until specified A/C on RPM is obtained. Then tighten lock nut.

1979 CURB IDLE SPEED SPECIFICATIONS

Application	A/C Off RPM [1]	A/C On RPM
200"		
California	600	650
Federal		
Man. Trans.	700	850
Auto. Trans.	650	650
250"		
California	600	700
Federal		
Man. Trans.	800	800
Auto. Trans.	600	700

[1] - Non-A/C same as A/C off. On vehicles with A/C and TPS, de-energize A/C compressor clutch.

1979 TSP OFF IDLE SPEED SPECIFICATIONS

Application	TSP Off RPM ±50 RPM
200"	
All Models	700
250"	
California	450
Federal	500

IDLE MIXTURE

NOTE: If adjustments to the air/fuel mixture are made that require removing the idle limiter caps, it is imperative that the Blue service limiter caps be installed. Idle mixture should be adjusted only during carburetor repair, or when necessary as a result of government inspection laws.

EXHAUST GAS ANALYZER PROCEDURE

1975 Federal Models - 1) With engine at normal operating temperature, ensure timing and idle speed are set to specifications, and that idle limiter caps are in full rich position.

2) Place heater control lever in maximum heat position. On vehicles equipped with Dual Spark Delay Valve (DSDV), disconnect and plug DSDV hose to manifold. Disconnect air cleaner-to-vapor canister hose and leave air cleaner installed. Disconnect air injection by-pass valve air hose at check valve.

3) Connect exhaust gas analyzer to vehicle. Place manual transmission in Neutral or automatic transmission in Drive. Increase engine RPM and allow throttle to return to idle position. Allow 10 seconds to pass before reading meter, but complete readings within 60 seconds.

4) If CO level is not within specifications, remove air cleaner and idle mixture screw limiter caps. Adjust mixture screws as required to obtain correct CO level. Readjust idle speed if necessary (with air injection connected). After service, install Blue service limiter caps.

OPTIMUM IDLE METHOD

NOTE: This procedure is to be used only when propane enrichment equipment is not available.

1977 California Models - 1) Connect tachometer and bring engine to normal operating temperature. Disconnect vapor canister hose from air cleaner. Remove idle mixture screw limiter caps using care not to bend mixture screws.

2) Run engine at 2500 RPM for 15 seconds. Place automatic transmission in Drive. Adjust idle speed to specified curb idle RPM, plus the specified optimum idle speed range RPM. See Emission Control Tune-Up Decal under hood.

3) Adjust idle mixture screw to obtain maximum idle RPM, leaving mixture screw in the leanest position that will maintain maximum idle RPM. Now turn mixture screw in the lean direction until specified curb idle RPM is obtained. Install a new limiter cap and recheck idle speed to ensure that cap installation did not change setting. Remove tachometer and reconnect vapor canister hose.

1978 California Models - 1) Air cleaner must be installed and all hoses attached. Apply parking brake and block wheels. Warm engine to normal operating temperature. Turn off engine and connect tachometer.

2) Trace canister purge valve vacuum hose from valve (on canister) to first connection. Disconnect hose at this point and plug all openings. DO NOT disconnect hose at purge valve. Disconnect canister purge hose from air cleaner and cap air cleaner opening. Disconnect and plug PVC system hose from air cleaner.

3) If engine is equipped with air injection, proceed as follows: if equipped with one or 2 vacuum lines at side of dump valve, disconnect and plug lines. For valves with one line at top, check line to see if it is connected to intake manifold. If not, remove and plug

1975-79 TUNE-UP PROCEDURES
Ford Motor Co. 6-Cylinder (Cont.)

line at dump valve and connect a slave line from dump valve vacuum fitting to an intake manifold vacuum fitting.

NOTE: Some engines may experience normal RPM variances at idle, causing changes in engine speed measurements. If this occurs, use average speed.

4) Remove idle mixture screw limiter caps. Check curb idle speed and adjust if necessary. With engine idling, place transmission in specified position for propane enrichment check. See Emission Control Tune-Up Decal under hood. Adjust engine RPM to alternate idle speed change RPM as shown on decal. Note new idle speed on tachometer.

NOTE: If specification calls for "0", the above idle speed adjustment is not necessary. Also note that on automatic transmission equipped vehicles, transmission position may differ from that used for idle fuel mixture check. Be sure to use correct position.

5) Adjust idle mixture screw lean or rich and adjust idle speed screw until best idle is obtained at new idle speed RPM. Turn idle mixture screw clockwise (lean) until engine speed drops by specified alternate idle speed change RPM. Do not perform if specified change is "0".
6) Turn off engine. Install new limiter caps with tangs at maximum rich stop. Avoid changing mixture screw settings. If settings are changed, repeat procedure starting at step **4)**. Reconnect all hoses to original fittings. Remove test equipment.

PROPANE ENRICHMENT PROCEDURE

NOTE: See Emission Control Tune-Up Decal for Propane Enrichment specifications.

1975 California Models & 1976-77 Models - 1) With engine at normal operating temperature and idle speed correct, disconnect air cleaner-to-vapor canister hose. If applicable, disconnect PCV-to-air cleaner hose and plug air cleaner connection.
2) Plug propane enrichment set (Rotunda T75L-9600-A) into air cleaner canister purge nipple. Place manual transmission in Neutral or automatic transmission in Drive.
3) With engine at idle speed, richen mixture (using bottled propane) to obtain maximum RPM. Continue to richen mixture until RPM drops. If RPM gain is within specifications, remove propane enrichment set and reconnect all hoses. Recheck idle, deceleration valve, and mixture settings.
4) If RPM gain was higher than specified, richen mixture screw (without injecting propane) until RPM increase is equal to the excess increase. For example, if increase was 80 RPM and desired increase is 50 RPM, adjust mixture screws rich for a 30 RPM increase. Readjust idle speed after each mixture screw adjustment.
5) If RPM gain was lower than specified, lean mixture screw (without injecting propane) until RPM decrease is equal to the RPM lag. For example, if increase was zero RPM and desired increase is 20 RPM, adjust mixture screw lean for a 20 RPM loss. Readjust idle speed after each mixture screw adjustment.

NOTE: Some 1976 models may experience a flooding condition that may be caused by a poor solder joint or pin hole in carburetor float bowl assembly. To correct this condition, replace float bowl assembly.

1978 Models - 1) Block wheels and apply parking brake. Connect tachometer to engine and bring engine to normal operating temperature. Be sure tachometer is compatible with Dura-Spark ignition system.
2) Disconnect and plug canister purge hose from air cleaner or PVC line tee. Disconnect crankcase vent hose from air cleaner and cap air cleaner hole. Check curb idle speed and reset if necessary.
3) If engine is equipped with air injection, proceed as follows: if equipped with one or 2 vacuum lines at side of dump valve, disconnect and plug lines. For valves with one line at top, check line to see if it is connected to intake manifold. If not, remove and plug line at dump valve and connect a slave line from dump valve vacuum fitting to an intake manifold vacuum fitting.
4) Plug propane enrichment set (Rotunda T75L-9600-A) into air cleaner canister purge nipple. With engine idling, slowly open propane bottle valve until engine speed reaches a maximum and then begins to drop (note maximum amount of speed increase). If speed will not drop, check propane supply. If necessary, repeat procedure with new propane bottle.
5) If speed increase is within specification, reconnect vacuum and emission control lines to original fittings.
6) If increase is higher than specification, enrich mixture (without propane) by turning mixture screws clockwise in equal amounts until RPM increases as necessary. Repeat propane enrichment procedure.
7) When specification is met, remove propane enrichment set and reconnect all vacuum and emission hoses to original fittings. Set curb idle speed to specification. If curb idle speed was readjusted, check internal fuel bowl vent clearance. Turn off engine and disconnect tachometer.

1979 Models - 1) Leave all vacuum signal hoses attached to air cleaner assembly when relocating air cleaner for carburetor adjustments. Air cleaner must be installed for engine speed checks.
2) Apply parking brake and block wheels. Disconnect automatic brake release and plug vacuum connection. Connect tachometer to engine. Be sure tachometer is compatible with Dura-Spark ignition system.
3) Disconnect and plug fuel evaporative purge return hose at engine. Disconnect fuel evaporative purge hose at air cleaner and plug nipple.
4) Disconnect flexible fresh air tube from air cleaner duct or adapter. Insert hose from propane enrichment set (Rotunda T75L-9600-A) into duct or fresh air tube.
5) For vehicles equipped with air injection, disconnect and plug hoses of dump valves equipped with two fittings. If dump valves have one fitting, remove and plug hose at valve. Connect slave hose to dump valve and intake manifold vacuum fittings.
6) Be sure idle mixture limiter(s) is set to maximum rich position (counterclockwise against stop). Check curb idle speed or A/C off RPM and set to specifications. With shift lever in Neutral, run engine at 2500 RPM for 15 seconds before each mixture check.
7) With engine idling at normal operating temperature, place transmission shift lever in Neutral for manual transmission or Drive for vehicles with automatic transmissions. Gradually open propane valve and watch for engine speed gain on tachometer. When speed reaches maximum and begins to drop off, note amount of speed gain.

NOTE: If engine speed will not drop off, check propane bottle supply. Repeat if necessary with new bottle.

8) Compare measured speed gain to specifications. See Emission Control Tune-Up Decal under hood. If idle mixture adjustment is necessary, adjust to reset RPM. If speed increase is within RPM gain specification, proceed to step **15)**.
9) If measured speed gain is zero RPM and minimum speed gain specification is zero RPM, proceed to step **12)**.
10) If measured speed gain is greater than specification, turn mixture screw(s) counterclockwise in equal amounts and repeat steps **6)** through **8)** until measured speed rise meets reset RPM specification. After final adjustment, proceed to step **15)**.
11) If measured speed gain is less than specifications, turn mixture screw(s) clockwise in equal amounts and repeat steps **6)** through **8)** until speed rise meets reset RPM specifications. After final adjustment, proceed to step **15)**.
12) If there is zero increase in RPM and the minimum speed gain specification is zero RPM, perform the following speed drop test. While watching tachometer, adjust mixture screw(s) clockwise by number of turns specified on decal. Note drop in engine speed.

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Ford Motor Co. 6-Cylinder (Cont.)

13) If measured speed drop is equal to or drops off more than speed drop specification, return mixture to maximum rich position or mixture screw(s) to position prior to adjustment. Then proceed to step **15)**.
14) If measured speed drop is less than the specified minimum, leave mixture in adjusted position and repeat steps **6)** through **13)**.
15) Check curb idle speed and remove all test equipment. Reconnect all components and reinstall air cleaner, if removed.

COLD (FAST) IDLE RPM

NOTE: Before making cold (fast) idle RPM adjustments, prepare vehicle as outlined under HOT (SLOW) IDLE RPM.

1976 Models - 1) Ensure engine is at normal operating temperature, hot (slow) idle and idle mixture are correctly adjusted. Turn off engine and remove air cleaner. Plug air cleaner vacuum hose at manifold. Disconnect and plug distributor primary diaphragm and EGR valve vacuum hoses.
2) Start engine and open throttle. Rotate fast idle cam until fast idle screw rests on highest step of cam. Now rotate fast idle cam back until fast idle screw rests on kickdown step of cam. Turn fast idle adjustment screw to obtain specified RPM.

1977 Models - 1) With engine at normal operating temperature, remove air cleaner and plug vacuum lines. Remove spark delay valve (if equipped). Route distributor vacuum advance hose directly to the advance side of the distributor.
2) Disconnect and plug fuel deceleration valve hose (if equipped) at carburetor. On models without EGR/PVS valve, leave EGR connected otherwise remove and plug EGR vacuum line at EGR valve. Turn off all accessories.
3) With choke valve fully open, place fast idle adjustment screw on kickdown step of fast idle cam. Adjust screw until specified fast idle RPM is obtained. Reconnect all vacuum hoses, reinstall spark delay valve and fuel deceleration valve (if equipped).

1978 Models - 1) Remove spark delay valve. Route distributor vacuum advance hose directly to the advance side of the distributor. Trace the EGR valve vacuum signal hose from the EGR valve to the carburetor, then proceed as follows:
2) If an EGR/PVS valve or a cold weather modulator is found in hose, disconnect and plug hose at EGR valve. If these components are not found in vacuum hose, leave vacuum hose connected to EGR valve.
3) With engine at normal operating temperature and choke valve fully open, place manual transmission in Neutral and automatic transmission in Park. Place fast idle lever on specified cam step. See Emission Control Tune-Up Decal under hood. Adjust fast idle speed RPM. Run engine at 2500 RPM for 15 seconds and recheck fast idle RPM.

1979 Models - 1) Disconnect and plug EGR vacuum hose at EGR valve. With engine running at normal operating temperature, choke plate fully opened and shift lever in Neutral for manual transmission or Park for automatic transmission, run engine at 2500 RPM for 15 seconds.

FAST IDLE RPM SPECIFICATIONS

Application	RPM
1975-78	
All Models	1700
1979	
200"	
California	1850
Federal	
Man. Trans.	1600
Auto. Trans.	1700
250"	
California	2300
Federal	1700

2) Place fast idle lever on 2nd highest step of fast idle cam. Allow engine speed to stabilize and measure fast idle RPM. Repeat step 3 times and adjust if average RPM is not within 100 RPM of specification. Turn engine off and reconnect vacuum lines previously removed.

AUTOMATIC CHOKE

AUTOMATIC CHOKE

Application	[1] Specification
1975-76	
Federal (Auto. Trans.)	Index
All Others	2NR
1977	
200"	
Comet & Maverick	2NR
Granada & Monarch	Index
250"	
California	2NR
Federal	
Man. Trans.	Index
Auto. Trans.	1NR
1979	
200"	
Man. Trans. (Federal)	1NR
Auto. Trans.	Index
250"	1NR

[1] - See Emission Control Tune-Up Decal under hood for specifications on 1978 models.

[1] - See Emission Control Tune-Up Decal under hood for specifications on 1978 models.

DASHPOT ADJUSTMENT

1975-77 Models - Energize throttle stop solenoid by turning ignition on. Open throttle until solenoid plunger extends. Move fast idle cam so that fast idle screw DOES NOT contact cam with plunger extended. Fully collapse dashpot stem and adjust clearance between collapsed stem and throttle lever pad to .094."

FUEL PUMP

Check fuel pump pressure and volume with pump installed on engine, temperature normal, transmission in Neutral and engine running at curb idle speed.

FUEL PUMP SPECIFICATIONS

Application	Specification
Pressure	[1] 5.0-7.0 psi
Volume	1 pint in 30 seconds

[1] - On 1975 models, fuel pump pressure is 4-6 psi.

IGNITION

All 1975-76 models are equipped with Solid State Ignition (SSI) system. All 1977-79 models are equipped with Dura-Spark ignition systems. No adjustments are necessary.

Other Data & Specifications - Also see Motorcraft distributors in DISTRIBUTORS & IGNITION SYSTEMS section.

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Ford Motor Co. 6-Cylinder (Cont.)

IGNITION COIL

IGNITION COIL SPECIFICATIONS

Application	Specification
1975-77	
Primary Resistance (At 75°F)	1.0-1.2 Ohms
Secondary Resistance (At 75°F)	7000-13,000 Ohms
Resistor Wire (At 75°F)	1.3-1.4 Ohms
Coil Output	20,000 Minimum
1978-79	
Primary Resistance (At 75°F)	
Dura-Spark I	.71-.77 Ohm
Dura-Spark II	1.13-1.23 Ohms
Secondary Resistance (At 75°F)	
Dura-Spark I	7350-8250 Ohms
Dura-Spark II	7700-9300 Ohms
Ballast Resistor Resistance (At 75°F)	
Dura-Spark I	Not Used
Dura-Spark II	1.05-1.15 Ohms
Coil Output	36,000 Minimum

CARBURETION

CARBURETORS

Application	Model
1975-77	
All Models	Carter YFA
1978-79	
200"	
Man. Trans.	Carter YFA
Auto. Trans.	Holley 1946
250"	Carter YFA

Other Data & Specifications - Also see Carter or Holley carburetors in FUEL SYSTEMS section.