

1976 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.								
Calif.	8°B⓪	8°B⓪	②	②	CH N12Y	.033-.037"	Carter YF	1
Federal	8°B⓪	8°B⓪	②	②	CH N12Y	.033-.037"	Carter YF	2
258" 6 Cyl.								
1-Bbl. Federal	6°B⓪	8°B⓪	②	②	CH N12Y	.033-.037"	Carter YF	3
1-Bbl. Calif.	6°B⓪	8°B⓪	②	②	CH N12Y	.033-.037"	Carter YF	4
2-Bbl.	6°B⓪	8°B⓪	②	②	CH N12Y	.033-.037"	Carter BBD	5
304" V8	5°B	5°B③	②	②	CH N12Y	.033-.037"	Ford 2100	6
360" V8								
2-Bbl.	5°B	5°B③	②	②	CH N12Y	.033-.037"	Ford 2100	7
4-Bbl.	.....	5°B③	②	②	CH N12Y	.033-.037"	Ford 4350	8
401" V8	.....	5°B③	②	②	CH N12Y	.033-.037"	Ford 4350	9
BUICK								
231" V6	12°B	12°B	①	①	AC R44SX	.060"	Roch 2GC	10
260" V8	18°B⓪	18°B⓪	①	①	AC R46SX	.080"	Roch 2MC	11
350" V8 2-Bbl.	12°B	12°B	①	①	AC R45TSX	.060"	Roch 2GC	12
350" V8 4-Bbl.	12°B	12°B	①	①	AC R45TSX	.060"	Roch M4MC	13
455" V8	.....	12°B	①	①	AC R45TSX	.060"	Roch M4MC	14
CADILLAC								
350" V8	.....	10°B	①	①	AC R46SX	.080"	EFI (GM)	15
500" V8								
Carbureted	.....	6°B	①	①	AC R45NSX	.060"	Roch M4MEA	16
Fuel Injected	.....	12°B	①	①	AC R45NSX	.060"	EFI (GM)	17
CHEVROLET								
1.4 Liter 4 Cyl.	10°B	10°B	①	①	AC R43TS	.035"	Roch 1ME	18
1.6 Liter 4 Cyl.	8°B	10°B	①	①	AC R43TS	.035"	Roch 1ME	19
140" 4 Cyl.								
1-Bbl.	8°B	10°B	①	①	AC R43TS	.035"	Roch 1MV	20
2-Bbl.	10°B	12°B	①	①	AC R43TS	.035"	Holley 5210C	21
250" 6 Cyl.	6°B②	6°B②	①	①	AC R46TS	.035"	Roch 1MV	22
262" V8	8°B	8°B	①	①	AC R45TS	.045"	Roch 2GC	23
305" V8	6°B	8°B⓪	①	①	AC R45TS	.045"	Roch 2GC	24
350" V8								
2-Bbl.	.....	6°B	①	①	AC R45TS	.045"	Roch 2GC	25
4-Bbl.								
Federal Exc. Corvette	8°B	8°B	①	①	AC R45TS	.045"	Roch M4MC	26
Federal Corvette	12°B	12°B	①	①	AC R45TS	.045"	Roch M4MC	27
Calif.	6°B	6°B	①	①	AC R45TS	.045"	Roch M4MC	28
400" V8	.....	8°B	①	①	AC R44TX	.045"	Roch M4MC	29
454" V8	.....	12°B	①	①	AC R45TS	.045"	RochM4MC	30
CHRYSLER CORP.								
225" 6 Cyl.	2°B⓪	2°B	②	②	CH BL13Y	.035"	Holley 1945	31
318" V8								
W/O A.I.R.	2°B③	2°B③	②	②	CH N12Y	.035"	Carter BBD	32
W/A.I.R.	2°A	2°A	②	②	CH N12Y	.035"	Carter BBD	33
360" V8								
2-Bbl.	.....	6°B	②	②	CH N12Y	.035"	Holley 2245	34
4-Bbl.	.....	6°B⑧	②	②	CH RN12Y	.035"	Carter TQ	35
400" V8								
2-Bbl.	.....	10°B	②	②	CH J13Y	.035"	Holley 2245	36
4-Bbl.	.....	6°B⑨	②	②	CH J13Y⑩	.035"	Carter TQ	37
440" V8	.....	8°B⑩	②	②	CH RJ87P⑪	.035"	Carter TQ	38

IGNITION TIMING: B – BTDC, A – ATDC.

SPARK PLUGS: AL – Autolite, CH – Champion.

CARBURETORS: Roch – Rochester, EFI – Electronic Fuel Injection.

1976 TUNE-UP SPECIFICATIONS

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No.	HOT IDLE *		FAST IDLE			IDLE CO %		Remarks
	Man. Trans.	Auto. Trans.	Man. Trans.		Auto. Trans.	Man	Auto	
			RPM	Cam Step					RPM
1	700	700	1600	2nd	1600	0.5③	0.8③	① - ±2° ② - Electronic Ignition ③ - W/O A.I.R. 1.0 ④ - Matador Sed. & Cpe. 600/500 ⑤ - Federal, 10°B ⑥ - Auto. Trans. in "D" ⑦ - See Engine Tune-Up Decal.
2	850④	550④	1600	2nd	1600	0.5③	0.8③	
3	700	700	1600	2nd	1600	0.5③	0.8③	
4	850④	550④	1600	2nd	1600	0.5③	0.8③	
5	600	700	1700	2nd	1700	0.5③	0.8③	
6	750	700/500④	1600	2nd	1600	⑦	⑦	
7	750	700/500④	1600	2nd	1600	⑦	⑦	
8	.....	700/500④	.....	Middle	1600	⑦	⑦
9	.....	700/500④	.....	Middle	1600	⑦	⑦
10	800/600	600	②	②	③	③	① - Electronic Ignition ② - Nonadjustable ③ - See Engine Tune-Up Decal ④ - Calif., 14°B ⑤ - Calif., 650/600
11	650/550⑤	650/550⑤	900	Low	900	③	③	
12	600	600	900	Low	900	③	③	
13	600	600	1800	High	1800	③	③	
14	.....	600	.....	High	1800	③	③
15	600	②	① - Electronic Ignition ② - See Engine Tune-Up Decal
16	.....	600	.....	High	1200	.....	②
17	.....	600	.....	.....	.....	.....	②
18	800/600②	800/700③	2200④	High	2200④	⑤	⑤	① - Electronic Ignition ② - Calif., 1000/600 ③ - Calif., 850/600 ④ - Calif., 2000 ⑤ - See Engine Tune-Up Decal. ⑥ - Higher RPM is applicable to Calif. models only. ⑦ - Federal-Nova 8°B ⑧ - Calif. W/Non-Integrated Cylinder Head, 600/425. ⑨ - Calif., 1700 ⑩ - Nonadjustable ⑪ - Calif., TDC
19	800/600②	800/700③	2200④	High	2200④	⑤	⑤	
20	1200/750	750/550	1500	High	2200	⑤	⑤	
21	1000/700⑥	750/600	2200	High	2200	⑤	⑤	
22	850/425	550/425⑧	2100⑨	High	2100⑨	⑤	⑤	
23	800	800	⑩	.....	⑩	⑤	⑤
24	600	800	⑩	.....	⑩	⑤	⑤
25	600	800	⑩	.....	⑩	⑤	⑤
26	600	800	1600	High	1600	⑤	⑤	
27	1000	700	1600	High	1600	⑤	⑤	
28	600	800	1600	High	1600	⑤	⑤	
29	.....	800	.....	High	1600	⑤	⑤
30	.....	800	.....	Second	1600	⑤	⑤
31	800③	750	1700	High	1600	④	④	① - Federal, 6°B ② - Electronic Ignition ③ - Federal, 750 ④ - See Engine Tune-Up Decal. ⑤ - Calif., TDC ⑥ - Calif., 750 ⑦ - Calif., 1500 ⑧ - Hi Perf., 2°B ⑨ - Calif., 8°B ⑩ - W/Hi Perf, RJ87P. W/Lean Burn, RJ13Y ⑪ - Calif., 1600 ⑫ - Federal Hi Perf, 10°B ⑬ - Hi Perf, RJ11Y
32	900④	900④	1500	Second	1200⑦	④	④	
33	900	900	1500	Second	1250	④	④	
34	.....	900	.....	Second	1600	④	④
35	.....	850⑥	.....	Second	1700	④	④
36	.....	850⑥	.....	Second	1600	④	④
37	.....	850⑥	.....	Second	1800⑪	④	④
38	.....	750	.....	Second	1600	④	④

* - When idle solenoid is used, higher RPM is with solenoid connected; lower RPM, solenoid disconnected.

1976 TUNE-UP SPECIFICATIONS

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	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
FORD MOTOR CO.								
2300 cc 4 Cyl.	①	①	②	②	AL AGRF52	.034"	Ford 5200	39
200" 6 Cyl.	①	①	②	②	AL BRFB2	.042-.046"	Carter YFA	40
250" 6 Cyl.	①	①	②	②	AL BRFB2	.042-.046"	Carter YFA	41
2800 cc V6	①	①	②	②	AL AGR42	.032-.036"	Ford 2150	42
302" V8	①	①	②	②	AL ARF42	.042-.046"	Ford 2150	43
351" V8	①	①	②	②	AL ARF42	.042-.046"	Ford 2150	44
400" V8	①	①	②	②	AL ARF42	.042-.046"	Ford 2150	45
460" V8	①	①	②	②	AL ARF 52	.042-.046"	Ford 4350	46
OLDSMOBILE								
140" 4 Cyl.	10°B	12°B	①	①	AC R43TSX	.035"	Holley 5210C	47
250" 6 Cyl.	6°B	10°B	①	①	AC R46TS	.035"	Roch 1MV	48
231" V6	12°B	12°B	①	①	AC R44SX	.060"	Roch 2GC	49
260" V8								
Federal	16°B	18°B	①	①	AC R46SX	.060"	Roch 2MC	50
Calif.	14°B	16°B⑥	①	①	AC R46SX	.060"	Roch 2MC	51
350" V8								
2-Bbl.	.....	12°B	①	①	AC R45TSX	.060"	Roch 2GC	52
4-Bbl.	.....	20°B⑧	①	①	AC R46SX	.060"	Roch M4MC	53
455" V8 Exc. Toronado								
Federal	.....	16°B⑦	①	①	AC R46SX	.060"	Roch M4MC	54
Calif.	.....	16°B⑦	①	①	AC R46SX	.060"	Roch M4MC	55
455" V8 Toronado								
Federal	.....	14°B	①	①	AC R46SX	.060"	Roch M4MC	56
Calif.	.....	12°B	①	①	AC R46SX	.060"	Roch M4MC	57
PONTIAC								
140" 4 Cyl.								
1-Bbl.	8°B	10°B	①	①	AC R43TS	.030"	Roch 1MV	58
2-Bbl.	8°B	10°B	①	①	AC R43TS	.030"	Holley 5210C	59
250" 6 Cyl.	6°B	10°B	①	①	AC R46TX	.060"	Roch 1MV	60
231" V6	12°B	12°B	①	①	AC R44SX	.060"	Roch 2GC	61
260" V8	16°B	14°B⑥	①	①	AC R46SX	.080"	Roch 2MC	62
350" V8								
2-Bbl.	16°B⑥	16°B⑥	①	①	AC R46TSX⑥	.060"	Roch 2GC	63
4-Bbl.	16°B	16°B	①	①	AC R46TSX	.060"	Roch M4MC	64
400" V8								
2-Bbl.	12°B	16°B	①	①	AC R46TSX	.060"	Roch 2GC	65
4-Bbl.								
Federal	12°B	12°B	①	①	AC R45TSX	.060"	Roch M4MC	66
Calif.	12°B	12°B	①	①	AC R45TSX	.060"	Roch M4MC	67
455" V8								
Federal	12°B	16°B	①	①	AC R45TSX	.060"	Roch M4MC	68
Calif.	12°B	12°B	①	①	AC R45TSX	.060"	Roch M4MC	69

IGNITION TIMING: B – BTDC, A – ATDC.

SPARK PLUGS: AL – Autolite, CH – Champion.

CARBURETORS: Roch – Rochester, EFI – Electronic Fuel Injection.

1976 TUNE-UP SPECIFICATIONS

No.	HOT IDLE *		FAST IDLE			IDLE CO %		Remarks	
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.	RPM	Man	Auto		
			RPM	Cam Step					
39	①	①	1500	④	2000③	①	①	① - See Engine Tune-Up Decal ② - Electronic Ignition ③ - Calif., 1800 ④ - Kickdown	
40	①	①	1700	④	1700	①	①		
41	①	①	1700	④	1700	①	①		
42	①	①	1700	④	1600	①	①		
43	①	①	2000	High	2100	①	①		
44	①	①	1400	④	1400	①	①		
45	①	①	1500	④	1500	①	①		
46	①	①	1350	④	1350	①	①		
47	1000/700②	750/600③	2200	High	2200	④	④	① - Electronic Ignition ② - Higher RPM is applicable to Calif. models only. ③ - Calif., 750/700 ④ - See Engine Tune-Up Decal. ⑤ - Calif., 600/425 ⑥ - Omega 14°B ⑦ - Preset ⑧ - Omega 12°B, W/2.41 Axle Ratio 22°B ⑨ - Omega & Calif., 600 ⑩ - Omega, High ⑪ - Omega, 1800 Calif., 1000 ⑫ - W/2.41 Axle Ratio 18°B	
48	850/425	550/425⑤	1800	High	1700	④	④		
49	800/600	600	1800	High	1800	④	④		
50	750	650/500	900	Low	900	④	④		
51	750	650/550	1000	Low	900	④	④		
52	.....	600	.....	.....	⑦	④	④
53	.....	550⑨	.....	Low⑩	900⑪	④	④
54	.....	550	.....	Low	900	④	④
55	.....	600	.....	Low	900	④	④
56	.....	550	.....	Low	900	④	④
57	.....	600	.....	Low	800	④	④
58	1000/700	750/550	③	High	③	③	③		① - Electronic Ignition ② - Higher RPM is applicable to Calif. models only. ③ - See Engine Tune-Up Decal. ④ - Calif., 600/425 ⑤ - Nonadjustable ⑥ - Federal, 18°B ⑦ - Calif., 600 ⑧ - Ventura, 12°B ⑨ - Ventura, R45TSX ⑩ - Ventura, 600
59	100/700②	750/600	2200	Second	2200	③	③		
60	850/425	550/425④	③	High	③	③	③		
61	800/600	600	⑤	.....	⑤	③	③	
62	750⑦	550	900	High	900	③	③		
63	550⑧	550⑧	1800	High	1800	③	③		
64	600	600	1800	High	1800	③	③		
65	550	550	1800	High	1800	③	③		
66	775	575	1800	High	1800	③	③		
67	575	575	1800	High	1800	③	③		
68	775	550	1800	High	1800	③	③		
69	600	550	1800	High	1800	③	③		

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