

1976 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	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.

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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		

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