

1977 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR Make & Type	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap		
AMERICAN MOTORS								
121" 4 Cyl.	12°B	12°B	47°±3°	.018"	CH N8L	.035"	Holley 5210	1
232" 6 Cyl.								
Federal	8°B	10°B	①	①	CH N12Y	.033-.037"	Carter YF	2
Calif.	10°B	10°B	①	①	CH N12Y	.033-.037"	Carter YF	3
High Alt.	10°B	10°B	①	①	CH N12Y	.033-.037"	Carter YF-1	4
258" 6 Cyl.								
Federal 1-Bbl.	6°B	8°B⑤	①	①	CH N12Y	.033-.037"	Carter YF	5
Calif. 1-Bbl.	.....	8°B	①	①	CH N12Y	.033-.037"	Carter YF	6
High Alt. 1-Bbl.	10°B	10°B	①	①	CH N12Y	.033-.037"	Carter YF-1	7
Federal 2-Bbl.	6°B	8°B	①	①	CH N12Y	.033-.037"	Carter BBD	8
Calif. 2-Bbl.	.....	8°B	①	①	CH N12Y	.033-.037"	Carter BBD	9
304" V8	.....	10°B⑥	①	①	CH RN12Y	.033-.037"	Ford 2100-2	10
360" V8								
Federal	.....	10°B	①	①	CH RN12Y	.033-.037"	Ford 2100-2	11
Calif.	.....	5°B	①	①	CH RN12Y	.033-.037"	Ford 2100-2	12
High Alt.	.....	10°B	①	①	CH RN12Y	.033-.037"	Ford 2100-2	13
BUICK								
231" V6	12°B①	12°B①	②	②	AC R46TS③	.040"	Roch 2GE	14
301" V8	.....	12°B①	②	②	AC R46TSX	.060"	Roch M2MC	15
305" V8	.....	8°B①	②	②	AC R45TS	.045"	Roch 2GC	16
350" V8 (VIN H)	.....	12°B①	②	②	AC R46TSX	.060"	Roch 2GC	17
350" V8 (VIN L)	.....	8°B①	②	②	AC R46TSX	.060"	Roch M4MC	18
350" V8 (VIN J)	.....	12°B①	②	②	AC R46TSX	.060"	Roch M4MC	19
350" V8 (VIN R)	.....	20°B①⑥	②	②	AC R46TSX	.060"	Roch M4MC	20
403" V8								
Federal	.....	24°B①	②	②	AC R46SZ	.060"	Roch M4MC	21
Calif.	.....	20°B①	②	②	AC R46SZ	.060"	Roch M4MC	22
High Alt.	.....	20°B①	②	②	AC R46SZ	.060"	Roch M4MC	23
CADILLAC								
350" V8 EFI	.....	10°B①②	③	③	AC R47SX	.060"	EFI(GM)	24
425" V8								
Federal	.....	18°B①	③	③	AC R45NSX	.060"	Roch M4ME	25
Calif.	.....	18°B①	③	③	AC R45NSX	.060"	Roch M4ME	26
High Alt.	.....	18°B①	③	③	AC R45NSX	.060"	Roch M4MEA	27
425" V8 EFI								
Federal	.....	18°B①	③	③	AC R45NSX	.060"	EFI(GM)	28
Calif.	.....	18°B①	③	③	AC R45NSX	.060"	EFI(GM)	29
CHEVROLET								
1400 cc 4 Cyl.	12°B	12°B	①	①	AC R43TS	.035"	Roch 1ME	30
1600 cc 4 Cyl.								
Federal	8°B	8°B	①	①	AC R43TS	.035"	Roch 1ME	31
Calif.	8°B	8°B	①	①	AC R43TS	.035"	Roch 1ME	32
High Alt.	8°B	8°B	①	①	AC R43TS	.035"	Roch 1ME	33
140" 4 Cyl.								
Federal	0°	2°B	①	①	AC R43TS	.035"	Holley 5210C	34
Calif.	2°B	0°	①	①	AC R43TS	.035"	Holley 5210C	35
High Alt.	0°	2°B	①	①	AC R43TS	.038"	Holley 5210C	36

IGNITION TIMING: B - BTDC, A - ATDC.

SPARK PLUGS: AL - Autolite, CH - Champion.

CARBURETORS: ROCH - Rochester, EFI - Electronic Fuel Ignition

1977 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				
1	900	800	1600	Second	1600	① — Electronic Ignition. ② — Auto. Trans. in "D". ③ — Hot with TCS Solenoid & EGR disconnected. ④ — W/no catalytic converter. ⑤ — Matador — 6° BTDC. ⑥ — Calif. — 5° BTDC. ⑦ — Calif. — 700 RPM. ⑧ — Calif. — 1800 RPM.
2	600	550②	1500③	Second	1600③	.....	1%④
3	850	700②	.....	Second	1600③	.....	.....
4	600	550②	1500③	Second	1600③	.....	.....
5	600	550	1500	Second	1600	.....	1%④
6	.....	700	.....	Second	1600	.....	.....
7	600	550	1500	Second	1600	.....	.....
8	600	600	1500	Second	1600	.....	1%④
9	.....	700	.....	Second	1600	.....	.....
10	.....	600⑦	.....	Second	1600⑧	.....	.....
11	.....	600	.....	Second	1600	.....	.....
12	.....	700	.....	Second	1600	.....	.....
13	.....	700	.....	Second	1800	.....	.....
14	500②/800	600②	⑥	⑥	⑧	⑧	① — Dist. Vacuum advance hose off & plugged. ② — Electronic Ignition. ③ — or R46TSX; gap — .060". ④ — Calif. — 600 RPM. ⑤ — Auto. Trans. in "D". ⑥ — Non-adjustable. ⑦ — Auto. Trans. in NEUTRAL. ⑧ — See Engine Tune-Up Decal. ⑨ — High step of cam; in PARK. ⑩ — 18° BTDC Skylark, LeSabre, Riviera, Estate Wagon. ⑪ — Low step of cam; in PARK. ⑫ — A/C on. ⑬ — High Alt. — 600 RPM. ⑭ — Calif. & High Alt. — 1000 RPM.
15	.....	550/650③	.....	Sec.⑫	1750⑦	⑧	⑧
16	.....	500/650③	.....	.....	④	⑧	⑧
17	.....	600③	.....	.....	.....	⑧	⑧
18	.....	500⑬/650	.....	High	1600⑨	⑧	⑧
19	.....	550③	.....	High⑫	1800⑨	⑧	⑧
20	.....	550⑬/650	.....	Low⑫	900⑭⑪	⑧	⑧
21	.....	550/650①	.....	Low⑫	900⑪	⑧	⑧
22	.....	550/650①	.....	Low⑫	1000⑪	⑧	⑧
23	.....	600/650①	.....	Low⑫	1000⑪	⑧	⑧
24	650	④	④	① — Dist. vacuum advance off & plugged. ② — Calif. — 8° BTDC. ③ — Electronic Ignition. ④ — See Engine Tune-Up Decal.
25	.....	600	.....	High	1400	④	④
26	.....	600	.....	High	1500	④	④
27	.....	600	.....	High	1400	④	④
28	.....	650	.....	.....	.....	④	④
29	.....	650	.....	.....	.....	④	④
30	600	600②	2300	High	2400	③	③	① — Electronic Ignition. ② — Auto. Trans. in "D". ③ — See Engine Tune-Up Decal. ④ — With A/C — 800 RPM. ⑤ — W/Dashpot. ⑥ — With A/C — 950 RPM. ⑦ — Use higher RPM with Solenoid.
31	600	600②④	2300	High	2400	③	③	
32	800③	800②④	.....	High	2400	③	③
33	800③	800②④	.....	High	2400	③	③
34	700/1250⑦	650/850⑦	2500	High	2500	③	③	
35	800/1250⑦	650/850⑦	2500	High	2500	③	③	
36	800/1250⑦	700/850⑦	2500	High	2500	③	③	

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

1977 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR Make & Type	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap		
CHEVROLET (Cont.)								
250" 6 Cyl.								
Federal	6°B	8°B	①	①	AC R46TS	.035"	Roch 1ME	37
Calif.	.....	6°B	①	①	AC R46TS	.035"	Roch 1ME	38
High Alt.	.....	10°B	①	①	AC R46TS	.035"	Roch 1ME	39
305" V8	8°B	8°B①	①	①	AC R45TS	.045"	Roch 2GC	40
350" V8								
Federal	8°B②	8°B②	①	①	AC R45TS	.045"	Roch M4MC	41
Calif.	.....	8°B	①	①	AC R45TS	.045"	Roch M4MC	42
High Alt.	.....	8°B	①	①	AC R45TS	.045"	Roch M4MC	43
CHRYSLER CORP.								
225" 1-Bbl.	6°B	2°B②	①	①	CH RBL15Y	.035"	Holley 1945	44
225" 2-Bbl.								
Federal	12°B	12°B②	①	①	CH RBL15Y	.035"	Carter BBD	45
Calif.	TDC	TDC	①	①	CH RBL15Y	.035"	Carter BBD	46
Canada	12°B	12°B	①	①	CH RBL15Y	.035"	Carter BBD	47
318" V8								
Federal	8°B	8°B	①	①	CH RN12Y	.035"	Carter BBD	48
Calif.	.....	TDC	①	①	CH RN12Y	.035"	Carter BBD	49
Canada	.....	8°B	①	①	CH RN12Y	.035"	Carter BBD	50
360" V8 2-Bbl.								
Federal & Canada	.....	10°B	①	①	CH RN12Y	.035"	Holley 2245	51
360" V8 4-Bbl.	.....	6°B②	①	①	CH RN12Y	.035"	Carter TQ	52
400" V8	.....	10°B	①	①	CH RJ13Y②	.035"	Carter TQ	53
440" V8	.....	8°B①	①	①	CH RJ13Y②	.035"	Carter TQ	54
FORD MOTOR CO.								
2300 cc 4 Cyl.	6°B	20°B	①	①	AL AWR42	.034"	Holley 5200	55
2800 cc V6								
Federal	10°B	12°B	①	①	AL AWR42	.034"	Ford 2150	56
Calif.	.....	6°B	①	①	AL AWR42	.034"	Ford 2700vv	57
200" 6 Cyl.	6°B	⑤	①	①	AL BRF82	.050"	Carter YFA	58
250" 6 Cyl.	4°B	⑤	①	①	AL BRF82	.050"	Carter YFA	59
302" V8	⑤	⑤	①	①	AL ARF52②	.050"②	Ford 2150②	60
351" V8	⑤	⑤	①	①	AL ARF52②	.050"②	Ford 2150	61
400" V8	⑤	⑤	①	①	AL ARF52②	.050"②	Ford 2150	62
460" V8	⑤	⑤	①	①	AL ARF52②	.050"②	Ford 4350	63
OLDSMOBILE								
140" 4 Cyl.	TDC①	2°B②	③	③	AC R43TS	.035"	Holley 5210C	64
231" V6	12°B	12°B	③	③	AC R46TSX	.060"	Roch 2GE	65
260" V8	16°B	20°B②	③	③	AC R46SZ	.060"	Roch 2MC	66
305" V8	8°B	8°B	③	③	AC R45TS	.045"	Roch 2GC	67
350" V8 2-Bbl.(VIN G)	.....	8°B	③	③	AC R46SZ	.060"	Roch 2GC	68
350" V8 4-Bbl.(VIN L)	.....	8°B②	③	③	AC R45TS	.045"	Roch M4MC	69
350" V8 4-Bbl.(VIN R)	.....	20°B②	③	③	AC R46SZ	.060"	Roch M4MC	70
403" V8	.....	20°B③	③	③	AC R46SZ	.060"	Roch M4MC	71

IGNITION TIMING: B - BTDC, A - ATDC.

SPARK PLUGS: AL - Autolite, CH - Champion.

CARBURETORS: ROCH - Rochester, EFI - Electronic Fuel Ignition

1977 TUNE-UP SPECIFICATIONS

No.	HOT IDLE*		FAST IDLE			IDLE CO %		Remarks	
	Man. Trans.	Auto. Trans.	Man. Trans.		Auto. Trans.	Man	Auto		
			RPM	Cam Step	RPM				
37	750④	600②	2000	High	2000	③	③	① — Electronic Ignition. ② — Auto. Trans. in "D". ③ — See Engine Tune-Up Decal. ④ — With A/C — 800 RPM. ⑦ — Use higher RPM with Solenoid. ⑧ — Corvette L82; 12° BTDC. ⑨ — Corvette L82; 800 RPM. ⑩ — Corvette L82; 700/800 RPM. ⑪ — Calif. — 6° BTDC.	
38	.....	600②	1800	High	1800	③	③	
39	.....	600②	2000	High	2000	③	③	
40	600/700⑦	500/650②	.....	.....	.....	③	③
41	700⑨	500/650②	1300	High	1600	③	③		
42	.....	500/650②	.....	High	1600	.....	③
43	.....	625②⑩	.....	High	1600	.....	③
44	700	700⑩	1500	Second	1700	②	②		① — Electronic Ign. ② — See Engine Tune-Up Decal. ③ — Front of catalyst. ④ — BBD-8126S — TDS. ⑤ — BBD-8126S — 1500 RPM. ⑥ — BBD-8126S — 850 RPM. ⑦ — Canada — 10° BTDC. ⑧ — Canada — 1500 RPM. ⑨ — Canada — .3%. ⑩ — H.P. Engine — CH RJ11Y. ⑪ — TQ-9078S — 12° BTDC. ⑫ — Calif. — 1600 RPM. TQ-9078S — 1400 RPM. ⑬ — Calif. & Canada — 750 RPM. ⑭ — Calif. — 8° BTDC. Canada — 8° ATDC.
45	750	750	1500	Second	1600	②	②		
46	800	850	1600	Second	1700	②	②		
47	750	750	1500	Second	1600	②	②		
48	700	700⑥	1400	Second	1400③	②	②		
49	.....	850	.....	Second	1500	.....	.5%③
50	700	700	1400	Second	1400	②	②		
51	.....	700	.....	Second	1700	.....	.....
52	.....	750	.....	Second	1700⑥	.....	.5%⑥
53	.....	750	.....	Second	1400	.....	.....
54	.....	750	.....	Second	1200③	.....	.....
55	800②/850	600/800③	1500	⑥	2000④	⑤	⑤	① — Electronic Ignition. ② — Pinto & Bobcat S/W — 650 RPM. ③ — Calif. & High Alt. — 550/750. ④ — Calif. — 1800 RPM. ⑤ — See Engine Tune-Up Decal. ⑥ — Kickdown. ⑦ — With A/C — 750 RPM. ⑧ — Calif. — AL ARF52-6. ⑨ — Calif. — .060" ⑩ — 351" W — 1400 RPM. Federal Granada, Monarch, Versailles 2000 RPM. Calif. — 1150 RPM. ⑪ — Calif. — 1350 RPM. ⑫ — Calif. — Ford 2700 VV Carburetor.	
56	850	700⑦	1700	⑥	1600	⑤	⑤		
57	.....	600/750	1700	High	1600	⑤	⑤	
58	⑤	⑤	1700	⑥	1700	⑤	⑤		
59	⑤	⑤	1700	⑥	1700	⑤	⑤		
60	⑤	⑤	2700	⑤	2100	⑤	⑤		
61	⑤	⑤	1350⑩	⑥	1350⑩	⑤	⑤		
62	⑤	⑤	.....	⑥	1400⑪	⑤	⑤	
63	⑤	⑤	.....	⑥	1350	⑤	⑤	
64	800/1250④	650/850⑤	2500	High	2500	⑥	⑥	① — Calif. — 2° BTDC. ② — Calif. — TDC. ③ — Electronic Ignition. ④ — Federal — 700/1250. ⑤ — High Alt. — 700/850. ⑥ — See Engine Tune-Up Decal. ⑦ — Cutlass — 18° BTDC. ⑧ — Omega — 600 RPM. ⑨ — Calif. — 6° BTDC. ⑩ — Calif. Omega & 88 (Exc. S/W) — 18° BTDC. ⑪ — High Alt. — 600/700. ⑫ — Federal — 900 RPM. ⑬ — Federal Cutlass S/W — 22° BTDC.	
65	600/800	600/670	.....	.....	.....	⑥	⑥
66	750	550/650	900	High	900	⑥	⑥		
67	600/700⑥	550/650	.....	.....	.....	⑥	⑥
68	.....	500/650	.....	.....	.....	.....	⑥
69	.....	500/650	.....	High	1600	.....	⑥
70	.....	550/650⑪	.....	High	1000⑫	.....	⑥
71	.....	550/650⑪	.....	High	1000⑬	.....	⑥

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

1977 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
PONTIAC								
140" 4 Cyl.	TDC①	2°B	②	②	AC R43TS	.035"	Holley 5210C	72
151" 4 Cyl.	14°B	14°B②	②	②	AC R44TSX	.060"	Holley 5210C	73
231" V6	12°B	12°B	②	②	AC R46TS⑩	.040"⑩	Roch 2GE	74
301" V8	16°B	12°B	②	②	AC R46TSX	.060"	Roch M2MC	75
305" V8	.....	8°B①	②	②	AC R46TS	.045"	Roch 2GC	76
350" V8(VIN P)	.....	16°B	②	②	AC R45TSX	.060"	Roch M4MC	77
350" V8(VIN R)	.....	20°B③	②	②	AC R46SZ	.060"	Roch M4MC	78
350" V8(VIN L)	.....	8°B	②	②	AC R45TS	.045"	Roch M4MC	79
400" V8	18°B	16°B④	②	②	AC R45TSX	.060"	Roch M4MC	80
403" V8	.....	22°B⑤	②	②	AC R46SZ	.060"	Roch M4MC	81

IGNITION TIMING: B – BTDC, A – ATDC.

SPARK PLUGS: AL – Autolite, CH – Champion.

CARBURETORS: ROCH – Rochester, EFI – Electronic Fuel Ignition

1977 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				
72	800 ^③ /1250	650 ^④	2500 ^⑤	High	2500 ^⑤	⑥	⑥	① — Calif. — 2° BTDC. ② — Electronic Ignition. ③ — Federal — 700 RPM. ④ — Auto. Trans. in "D". ⑤ — Trans. in NEUTRAL. ⑥ — See Engine Tune-Up Decal. ⑦ — Calif. — 12° BTDC. ⑧ — With A/C — 500/1200 RPM. ⑨ — With A/C — 650/850. ⑩ — or R46TSX; gap .060". ⑪ — Calif. — 4° BTDC. ⑫ — Calif. — 18° BTDC. ⑬ — Calif. — 500 RPM. ⑭ — Federal Firebird — 18° BTDC. ⑮ — Federal Firebird — 600/700 RPM. ⑯ — Calif. & High Alt. — 20° BTDC. ⑰ — High Alt. — 600/650. ⑱ — Calif. & High Alt. — 1,000 RPM.
73	500/1000 ^⑥	500/650 ^⑥	2200 ^⑥	High	2400 ^⑥	⑥	⑥	
74	600/800	600/670	.....	.....	.....	⑥	⑥
75	750/850	550/650 ^④	1750 ^⑤	Second	1750 ^⑤	⑥	⑥	
76	.....	500/650 ^④	.....	.....	.....	.....	⑥
77	.....	575/650 ^④	.....	⑥	1800 ^⑤	⑥	⑥
78	.....	550/650 ^④	.....	⑥	1000 ^⑤	⑥	⑥
79	.....	600 ^③ /650	.....	⑥	1600 ^⑤	⑥	⑥
80	775 ^⑤	575 ^⑤ /650	1800 ^⑤	⑥	1800 ^⑤	⑥	⑥	
81	.....	550 ^⑦ /650	.....	⑥	1000 ^⑥	⑥	⑥

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