

# 1977 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
<b>CHEVROLET (Cont.)</b>								
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
<b>CHRYSLER CORP.</b>								
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
<b>FORD MOTOR CO.</b>								
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
<b>OLDSMOBILE</b>								
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

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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				
37	750 <sup>②</sup>	600 <sup>②</sup>	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	.....	600 <sup>②</sup>	1800	High	1800	③	③		
39	.....	600 <sup>②</sup>	2000	High	2000	③	③		
40	600/700 <sup>②</sup>	500/650 <sup>②</sup>	.....	.....	.....	③	③		
41	700 <sup>③</sup>	500/650 <sup>②</sup>	1300	High	1600	③	③		
42	.....	500/650 <sup>②</sup>	.....	High	1600	.....	③		
43	.....	625 <sup>②⑩</sup>	.....	High	1600	.....	③		
44	700	700 <sup>⑩</sup>	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	700 <sup>⑥</sup>	1400	Second	1400 <sup>③</sup>	②	②		
49	.....	850	.....	Second	1500	.....	.5% <sup>③</sup>		
50	700	700	1400	Second	1400	②	②		
51	.....	700	.....	Second	1700	.....	.....		
52	.....	750	.....	Second	1700 <sup>⑥</sup>	.....	.5% <sup>⑥</sup>		
53	.....	750	.....	Second	1400	.....	.....		
54	.....	750	.....	Second	1200 <sup>③</sup>	.....	.....		
55	800 <sup>②</sup> /850	600/800 <sup>③</sup>	1500	⑥	2000 <sup>④</sup>	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	700 <sup>⑦</sup>	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	1350 <sup>⑩</sup>	⑥	1350 <sup>⑩</sup>	⑤	⑤		
62	⑤	⑤	.....	⑥	1400 <sup>⑪</sup>	⑤	⑤		
63	⑤	⑤	.....	⑥	1350	⑤	⑤		
64	800/1250 <sup>④</sup>	650/850 <sup>⑤</sup>	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	600/700 <sup>⑥</sup>	550/650	.....	.....	.....	⑥	⑥		
68	.....	500/650	.....	.....	.....	.....	⑥		
69	.....	500/650	.....	High	1600	.....	⑥		
70	.....	550/650 <sup>⑩</sup>	.....	High	1000 <sup>⑩</sup>	.....	⑥		
71	.....	550/650 <sup>⑩</sup>	.....	High	1000 <sup>⑩</sup>	.....	⑥		

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

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	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
<b>PONTIAC</b>								
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

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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				
72	800 <sup>③</sup> /1250	650 <sup>④</sup>	2500 <sup>⑤</sup>	High	2500 <sup>⑤</sup>	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 <sup>⑥</sup>	500/650 <sup>⑥</sup>	2200 <sup>⑥</sup>	High	2400 <sup>⑥</sup>	⑥	⑥	
74	600/800	600/670	.....	.....	.....	⑥	⑥	
75	750/850	550/650 <sup>④</sup>	1750 <sup>⑤</sup>	Second	1750 <sup>⑤</sup>	⑥	⑥	
76	.....	500/650 <sup>④</sup>	.....	.....	.....	.....	⑥	
77	.....	575/650 <sup>④</sup>	.....	⑥	1800 <sup>⑤</sup>	⑥	⑥	
78	.....	550/650 <sup>④</sup>	.....	⑥	1000 <sup>⑤</sup>	⑥	⑥	
79	.....	600 <sup>③</sup> /650	.....	⑥	1600 <sup>⑤</sup>	⑥	⑥	
80	775 <sup>⑤</sup>	575 <sup>⑤</sup> /650	1800 <sup>⑤</sup>	⑥	1800 <sup>⑤</sup>	⑥	⑥	
81	.....	550 <sup>⑦</sup> /650	.....	⑥	1000 <sup>⑥</sup>	⑥	⑥	

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