

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.