

1978 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								
121" 4 Cyl.	12°B	12°B⊙	47°±3°	.018"	CH N8L	.035"	Holley 5210	1
232" 6 Cyl.	8°B	10°B	⊙	⊙	CH N13L	.035"	Carter YF	2
258" 6 Cyl.								
Federal	6°B	8°B	⊙	⊙	CH N13L	.035"	Carter YF⊙	3
Calif.	6°B	8°B	⊙	⊙	CH N13L	.035"	Carter YF	4
High Alt.	10°B	10°B	⊙	⊙	CH N13L	.035"	Carter YF⊙	5
304" V8								
Federal	.....	10°B	⊙	⊙	CH N12Y	.035"	Mcft 2100	6
High Alt.	.....	10°B	⊙	⊙	CH N12Y	.035"	Mcft 2150⊙	7
360" V8								
Federal	.....	10°B	⊙	⊙	CH N12Y	.035"	Mcft 2100	8
Calif.	.....	10°B	⊙	⊙	CH N12Y	.035"	Mcft 2100	9
High Alt.	.....	10°B	⊙	⊙	CH N12Y	.035"	Mcft 2150⊙	10
BUICK								
196" V6	15°B	15°B	⊙	⊙	AC R46TSX	.060"	Roch 2GE	11
231" V6	15°B	15°B	⊙	⊙	AC R46TSX	.060"	Roch 2GE	12
231" V6 Turbo	.....	15°B	⊙	⊙	AC R44TSX	.060"	Roch M2ME⊙	13
301" V8	.....	12°B	⊙	⊙	AC R46TSX	.060"	Roch M2MC	14
305" V8 2-Bbl.	.....	4°B⊙	⊙	⊙	AC R45TS	.045"	Roch 2GC	15
305" V8 4-Bbl.	.....	4°B	⊙	⊙	AC R45TS	.045"	Roch M4MC	16
350" V8 (VIN L)	.....	8°B	⊙	⊙	AC R45TS	.045"	Roch M4MC	17
350" V8 (VIN R)	.....	20°B	⊙	⊙	AC R46SZ	.060"	Roch M4MC	18
350" V8 (VIN X)	.....	15°B	⊙	⊙	AC R46TSX	.060"	Roch M4MC	19
403" V8	.....	20°B	⊙	⊙	AC R46SZ	.060"	Roch M4MC	20
CADILLAC								
350" V8 (VIN B)	.....	10°B	⊙	⊙	AC R47SX	.060"	EFI (GM)	21
425" V8 4-Bbl.								
Federal	.....	23°B⊙	⊙	⊙	AC R45NSX	.060"	Roch M4ME	22
Calif. & High Alt.	.....	23°B⊙	⊙	⊙	AC R45NSX	.060"	Roch M4ME	23
425" V8 EFI								
Eldorado	.....	10°B	⊙	⊙	AC R45NSX	.060"	EFI (GM)	24
All Others	.....	18°B⊙	⊙	⊙	AC R45NSX	.060"	EFI (GM)	25
CHEVROLET								
98" 4 Cyl.	8°B	8°B	⊙	⊙	AC R43TS	.035"	Roch 1ME	26
151" 4 Cyl.								
Federal & High Alt.	14°B	14°B	⊙	⊙	AC R43TSX	.060"	Holley 5210C	27
Calif.	14°B	14°B	⊙	⊙	AC R43TSX	.060"	Holley 6510C	28
196" V6	15°B	15°B	⊙	⊙	AC R46TSX	.060"	Roch 2GE	29
200" V6	8°B	8°B	⊙	⊙	AC R45TS	.045"	Roch 2GC	30
231" V6	15°B	15°B	⊙	⊙	AC R46TSX	.060"	Roch 2GE	31
250" 6 Cyl.								
Federal	6°B	10°B⊙	⊙	⊙	AC R46TS	.035"	Roch 1ME	32
Calif.	.....	6°B	⊙	⊙	AC R46TS	.035"	Roch 1ME	33
305" V8								
Federal	4°B	4°B	⊙	⊙	AC R45TS	.045"	Roch 2GC	34
Calif.	.....	6°B	⊙	⊙	AC R45TS	.045"	Roch 2GC	35
High Alt.	.....	8°B	⊙	⊙	AC R45TS	.045"	Roch 2GC	36
350" V8 (VIN L)								
Federal	6°B	6°B	⊙	⊙	AC R45TS	.045"	Roch M4MC	37
Calif.	.....	8°B	⊙	⊙	AC R45TS	.045"	Roch M4MC	38
High Alt.	.....	6°B⊙	⊙	⊙	AC R45TS	.045"	Roch M4MC	39
350" V8 (VIN 4)	12°B	12°B	⊙	⊙	AC R45TS	.045"	Roch M4MC	40

IGNITION TIMING: B — BTDC; A — ATDC.

SPARK PLUGS: CH — Champion; MCFT — Motorcraft.

CARBURETORS: MCFT — Motorcraft; ROCH — Rochester; EFI — Electronic Fuel Injection.

1978 TUNE-UP SPECIFICATIONS

No.	HOT IDLE*		FAST IDLE			Remarks
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.	RPM	
			RPM	Cam Step		
1	900	800	1800	2nd	1800	① - Calif. - 8° BTDC. ② - Electronic Ignition. ③ - Carter BBD used on Man. Trans. and some Auto. Trans. ④ - With altitude compensation.
2	600	550	1500	2nd	1600	
3	600	550	1500	2nd	1600	
4	850	700	1500	2nd	1600	
5	600	550	1500	2nd	1600	
6	.....	600	.....	2nd	1600
7	.....	700	.....	2nd	1600
8	.....	600	.....	2nd	1600
9	.....	650	.....	2nd	1800
10	.....	700	.....	2nd	1800
11	800/600	600	②	②	②	① - Electronic Ignition. ② - Non-adjustable. ③ - Calif. and High Alt. use Roch. M4ME. ④ - See Engine Tune-Up Decal. ⑤ - Calif. and High Alt. only; Federal non-adjustable. ⑥ - Calif. 6° BTDC; High Alt. 8° BTDC. ⑦ - Calif. 650/500; High Alt. 700/600 RPM. ⑧ - High Alt. - 650/600 RPM. ⑨ - High Alt. - 700/600 RPM. ⑩ - Calif. and High Alt. - 1000 RPM.
12	800/600	670/600	②	②	②	
13	.....	650	.....	④	2500③
14	.....	650/550	.....	④	2200
15	.....	600/500⑦	.....	②	②
16	.....	600/500	.....	④	1600
17	.....	600/500⑧	.....	④	1600
18	.....	650/550	.....	④	1000
19	.....	550	.....	④	1550
20	.....	650/550⑨	.....	④	900⑩
21	675	① - Electronic Ignition. ② - At 1600 RPM. ③ - Carb. No. 17058532 - 550 RPM. ④ - At 1400 RPM.
22	.....	550	.....	2nd	1400
23	.....	600③	.....	2nd	1500
24	.....	675	.....	.....	.....
25	.....	675	.....	.....	.....
26	800	950/800	2300②	High	2400	① - Electronic Ignition. ② - Federal only; Calif. and High Alt. non adjustable. ③ - With A/C - 850/650 RPM. ④ - Non-adjustable. ⑤ - With A/C - 8° BTDC. ⑥ - See Engine Tune-Up Decal.
27	1000/500	650/500	2500	High	2500	
28	1000/500	650/500③	2400	High	2400	
29	800	600	④	④	④	
30	700	600	④	④	④	
31	800	600	④	④	④	
32	800/425	550/425	2000	High	2100	
33	.....	600/400	.....	High	2000
34	600	500	④	④	④	
35	.....	600/500	④	④	④
36	.....	700/600	④	④	④
37	700	600/500	1300	⑥	1600	
38	.....	600/500	.....	⑥	1600
39	.....	650/500	.....	⑥	1600
40	900	800/700	1300	⑥	1600	

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

1978 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
CHRYSLER CORP								
1.7 Liter 4 Cyl.	15°B	15°B	⊙	⊙	CH RN12Y	.035"	Holley 5220	41
225" 6 Cyl.								
Federal	12°B	12°B	⊙	⊙	CH RBL16Y	.035"	Holley 1945 [Ⓢ]	42
Calif. & High Alt.	.....	8°B	⊙	⊙	CH RBL16Y	.035"	Holley 1945	43
318" V8								
Federal	16°B	16°B	⊙	⊙	CH RN12Y	.035"	Carter BBD [Ⓢ]	44
Calif.	.....	10°B	⊙	⊙	CH RN12Y	.035"	Carter TQ	45
High Alt.	.....	16°B	⊙	⊙	CH RN12Y	.035"	Carter BBD	46
360" V8 2-Bbl.	.....	20°B	⊙	⊙	CH RN12Y	.035"	Holley 2245	47
360" V8 4-Bbl.								
Federal	.....	16°B	⊙	⊙	CH RN12Y	.035"	Carter TQ	48
Calif. & High Alt.	.....	16°B [Ⓢ]	⊙	⊙	CH RN12Y	.035"	Carter TQ	49
400" V8	.....	20°B	⊙	⊙	CH OJ13Y [Ⓢ]	.035"	Carter TQ	50
440" V8								
Federal	.....	16°B [Ⓢ]	⊙	⊙	CH OJ13Y [Ⓢ]	.035"	Carter TQ	51
Calif. & High Alt.	.....	8°B	⊙	⊙	CH OJ13Y [Ⓢ]	.035"	Carter TQ	52
FORD MOTOR CO.								
2300 cc 4 Cyl.								
Federal	6°B	20°B	⊙	⊙	Mcft AWSF42	.034"	Holley 5200	53
Calif.	6°B	20°B	⊙	⊙	Mcft AWSF42	.034"	Holley 5200 [Ⓢ]	54
200" 6 Cyl.	10°B	10°B	⊙	⊙	Mcft BSF82	.050"	Holley 1946 [Ⓢ]	55
250" 6 Cyl.								
Federal	4°B	14°B	⊙	⊙	Mcft BSF82	.050"	Carter YFA	56
Calif.	.....	6°B	⊙	⊙	Mcft BSF82	.050"	Carter YFA	57
2800 cc V6								
Federal	10°B	12°B	⊙	⊙	Mcft AWSF42	.034"	Mcft 2150	58
Calif.	10°B	6°B	⊙	⊙	Mcft AWSF42	.034"	Mcft 2700vv	59
302" V8								
Cougar, Thunderbird	.....	8°B	⊙	⊙	Mcft ARF52 [Ⓢ]	.050" [Ⓢ]	Mcft 2150 [Ⓢ]	60
Fairmont, Zephyr								
Federal	.....	6°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	61
Calif.	.....	12°B	⊙	⊙	Mcft ARF52-6	.060"	Mcft 2700vv	62
High Alt.	.....	16°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	63
Ford, LTD II								
Federal	.....	14°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	64
Calif.	.....	12°B	⊙	⊙	Mcft ARF52-6	.060"	Mcft 2700vv	65
High Alt.	.....	16°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	66
Granada, Monarch								
Federal	12°B	2°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	67
Calif.	.....	12°B	⊙	⊙	Mcft ARF52-6	.060"	Mcft 2700vv	68
High Alt.	.....	16°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	69
Mustang								
Federal	10°B	4°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	70
Calif.	.....	10°B	⊙	⊙	Mcft ARF52-6	.060"	Mcft 2700vv	71
High Alt.	.....	16°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	72
Versailles	.....	30°B	⊙	⊙	Mcft ARF52 [Ⓢ]	.050" [Ⓢ]	Mcft 2150 [Ⓢ]	73
351" M V8	.....	9°B [Ⓢ]	⊙	⊙	Mcft ASF52	.050"	Mcft 2150	74
351" W V8	.....	14°B	⊙	⊙	Mcft ARF52	.050"	Mcft 2150	75
400" V8	.....	13°B [Ⓢ]	⊙	⊙	Mcft ASF52	.050"	Mcft 2150	76
460" V8	.....	16°B	⊙	⊙	Mcft ARF52	.050"	Mcft 4350	77

IGNITION TIMING: B — BTDC; A — ATDC.

SPARK PLUGS: CH — Champion; MCFT — Motorcraft.

CARBURETORS: MCFT — Motorcraft; ROCH — Rochester; EFI — Electronic Fuel Injection.

1978 TUNE-UP SPECIFICATIONS

No.	HOT IDLE*		FAST IDLE			Remarks
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.		
			RPM	Cam Step	RPM	
41	900	900	1100	4th	1100	① - Electronic Ignition.
42	750/700	750/700	1500/1400	2nd	1600	② - Some models use Carter BBD.
43	.....	750	.....	2nd	1500③	③ - High Alt. - 1700 RPM.
44	700	750	1400	2nd	1600	④ - Some Auto. Trans. models use Holley 2280.
45	.....	750	.....	2nd	1600	⑤ - With Dist. No. 3874858 - 8° BTDC.
46	.....	750	.....	2nd	1500	⑥ - If H.P. use OJ11Y.
47	.....	750	.....	2nd	1600	⑦ - With Dist. No. 4091709 - 20° BTDC; All Chrysler models - 12° BTDC.
48	.....	750	.....	2nd	1500	⑧ - With TQ-9112S - 1200 RPM.
49	.....	750	.....	2nd	1500	
50	.....	750	.....	2nd	1500	
51	.....	750	.....	2nd	1400⑨	
52	.....	750	.....	2nd	1600	
53	850/550	800/600	1500	②	2000	① - Electronic Ignition.
54	850/600	750/600	1500	②	1800	② - Kickdown step.
55	800/500	700/650	1700	②	1700	③ - Bobcat and Pinto use Holley 6500.
56	800	700/500	1700	②	1700	④ - Man. Trans. uses Carter YFA.
57	.....	700/500	.....	②	1700	⑤ - Calif. uses ARF 52-6.
58	850/700	750/650	1700	②	1600	⑥ - Calif. - .060"
59	800/600	750/600	1700	②	1600	⑦ - Calif. uses Mcft 2700vv.
60	.....	650	.....	High	2100	⑧ - Calif. - 16° BTDC.
61	.....	600/600	.....	High	2100	⑨ - Calif. - 650 RPM.
62	.....	700/600	.....	High	2100	⑩ - Calif. - 1150 RPM.
63	.....	600/600	.....	High	2100	⑪ - Federal Granada and Monarch - 2000 RPM.
64	.....	600/500	.....	High	2100	⑫ - Calif. - 16° BTDC.
65	.....	650	.....	High	2100	⑬ - Calif. - 1350 RPM.
66	.....	600/500	.....	High	2100	
67	800	600/600	2700	High	2100	
68	.....	700/600	.....	High	2100	
69	.....	600/600	.....	High	2100	
70	900/900	700/700	2700	High	2100	
71	.....	700	.....	High	2100	
72	.....	700/700	.....	High	2100	
73	.....	625	.....	High	2100	
74	.....	675⑭	.....	②	1350⑯	
75	.....	600	.....	②	1400⑰	
76	.....	650	.....	②	1400⑱	
77	.....	650	.....	②	1350	

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

1978 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
OLDSMOBILE								
151" 4 Cyl.								
Federal	14°B	14°B	①	①	AC R43TSX	.060"	Holley 5210C	78
Calif.	.....	14°B	①	①	AC R43TSX	.060"	Holley 6510C	79
231" V6	15°B	15°B	①	①	AC R46TSX	.060"	Roch 2GE	80
260" V8	18°B	20°B④	①	①	AC R46SZ	.060"	Roch M2MC	81
305" V8 2-Bbl.								
Federal	4°B	4°B	①	①	AC R45TS	.045"	Roch 2GC	82
Calif.	.....	8°B	①	①	AC R45TS	.045"	Roch 2GC	83
High Alt.	.....	8°B③	①	①	AC R45TS	.045"	Roch 2GC	84
305" V8 4-Bbl.	.....	4°B	①	①	AC R45TS	.045"	Roch M4MC	85
350" V8 (VIN L)	.....	8°B	①	①	AC R45TS	.045"	Roch M4MC	86
350" V8 (VIN R)	.....	20°B	①	①	AC R46SZ	.060"	Roch M4MC	87
403" V8								
Exc. Toronado	.....	20°B③	①	①	AC R46SZ	.060"	Roch M4MC	88
Toronado	.....	20°B④	①	①	AC R46SZ	.060"	Roch M4MC	89
PONTIAC								
151" 4 Cyl.								
Federal	14°B	14°B①	②	②	AC R43TSX	.060"	Holley 5210C	90
Calif.	.....	14°B	②	②	AC R43TSX	.060"	Holley 6510C	91
231" V6	15°B	15°B	②	②	AC R46TSX	.060"	Roch 2GC	92
301" V8 2-Bbl.	.....	12°B	②	②	AC R46TSX	.060"	Roch M2MC	93
301" V8 4-Bbl.	.....	12°B	②	②	AC R45TSX	.060"	Roch M4MC	94
305" V8								
Federal	4°B	4°B	②	②	AC R45TS	.045"	Roch 2GC	95
Calif.	.....	6°B	②	②	AC R45TS	.045"	Roch 2GC	96
High Alt.	.....	8°B	②	②	AC R45TS	.045"	Roch 2GC	97
350" V8 (VIN L)	.....	6°B	②	②	AC R45TS	.045"	Roch M4MC	98
350" V8 (VIN R)	.....	20°B	②	②	AC R46SZ	.060"	Roch M4MC	99
350" V8 (VIN X)	.....	15°B	②	②	AC R46TSX	.060"	Roch M4MC	100
400" V8	18°B	16°B②	②	②	AC R45TSX	.060"	Roch M4MC	101
403" V8	.....	20°B	②	②	AC R46SZ	.060"	Roch M4MC	102

IGNITION TIMING: B — BTDC; A — ATDC.

SPARK PLUGS: CH — Champion; MCFT — Motorcraft.

CARBURETORS: MCFT — Motorcraft; ROCH — Rochester; EFI — Electronic Fuel Injection.

1978 TUNE-UP SPECIFICATIONS

No.	HOT IDLE*		FAST IDLE			Remarks	
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.	RPM		
			RPM	Cam Step			
78	1000/500 ^②	650/500 ^③	2200	High	2400	① - Electronic Ignition. ② - With A/C - 1200/1000 RPM. ③ - With A/C - 850/650 RPM. ④ - Calif. - 18° BTDC. ⑤ - See Engine Tune-Up Decal. ⑥ - High Alt. - 900 RPM. ⑦ - Starfire - 700/500 RPM. ⑧ - Non-adjustable. ⑨ - Starfire - 6° BTDC. ⑩ - Calif. Omega - 600/500 RPM. ⑪ - High Alt. - 700/600 RPM. ⑫ - Federal - 900 RPM. ⑬ - Federal 88 (Exc. Wagon) - 18° BTDC. ⑭ - Calif. - 22° BTDC. ⑮ - Calif. - 650/600 RPM.	
79	.....	650/500 ^③	.....	High	2400
80	800/600	670/600	1850	⑧	1850		
81	800/650	650/500	750	③	800 ^⑤		
82	700/600	600/500 ^⑦	1600	⑧	1600		
83	.....	650/500 ^⑦	.....	⑧	1600
84	.....	700/600	.....	⑧	1600
85	.....	600/500	.....	③	1600
86	.....	650/600 ^⑩	.....	③	1600
87	.....	650/550 ^⑪	.....	③	1000 ^⑫
88	.....	650/550 ^⑪	.....	③	1000 ^⑫
89	.....	650/550 ^{⑬⑭}	.....	③	1000 ^⑫
90	1000/500 ^③	650/500 ^④	2200	High	2400		① - Sunbird - 12° BTDC. ② - Electronic Ignition. ③ - With A/C - 1200/1000 RPM. ④ - With A/C - 850/650 RPM. ⑤ - Non-adjustable. ⑥ - See Engine Tune-Up Decal. ⑦ - High Alt. - 650/600 RPM. ⑧ - High Alt. - 900 RPM. ⑨ - H.P. Firebird - 18° BTDC. ⑩ - H.P. Firebird - 700/600 RPM. ⑪ - High Alt. - 700/600 RPM.
91	.....	650/500 ^④	.....	High	2400
92	800	675/600	⑤	③	⑤		
93	.....	650/550	.....	④	2200
94	.....	650/550	.....	⑤	2300
95	700/600	600/500	1600	③	1600		
96	.....	650/500	.....	③	1600
97	.....	700/600	.....	③	1600
98	700	600/500 ^⑦	1300	⑥	1600		
99	.....	650/550	.....	⑥	1000 ^⑧
100	.....	550	.....	④	1550
101	775	650/575 ^⑩	1800	④	1800		
102	.....	650/550 ^⑪	.....	④	1000

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