

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 | 1350⑮ | |
| 75 | ..... | 600 | ..... | ② | 1400⑯ | |
| 76 | ..... | 650 | ..... | ② | 1400⑰ | |
| 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 | ⑥ | 1800 | | |
| 102 | ..... | 650/550 ^⑪ | ..... | ⑥ | 1000 | | |

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