

# 1978 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
<b>OLDSMOBILE</b>								
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
<b>PONTIAC</b>								
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 <sup>②</sup>	650/500 <sup>③</sup>	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 <sup>③</sup>	.....	High	2400		
80	800/600	670/600	1850	⑧	1850		
81	800/650	650/500	750	③	800 <sup>⑤</sup>		
82	700/600	600/500 <sup>⑦</sup>	1600	⑧	1600		
83	.....	650/500 <sup>⑦</sup>	.....	⑧	1600		
84	.....	700/600	.....	⑧	1600		
85	.....	600/500	.....	③	1600		
86	.....	650/600 <sup>⑩</sup>	.....	③	1600		
87	.....	650/550 <sup>⑪</sup>	.....	③	1000 <sup>⑫</sup>		
88	.....	650/550 <sup>⑪</sup>	.....	③	1000 <sup>⑫</sup>		
89	.....	650/550 <sup>⑬⑭</sup>	.....	③	1000 <sup>⑫</sup>		
90	1000/500 <sup>③</sup>	650/500 <sup>④</sup>	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 <sup>④</sup>	.....	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 <sup>⑦</sup>	1300	⑥	1600		
99	.....	650/550	.....	⑥	1000 <sup>⑧</sup>		
100	.....	550	.....	④	1550		
101	775	650/575 <sup>⑩</sup>	1800	④	1800		
102	.....	650/550 <sup>⑪</sup>	.....	④	1000		

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