

1979 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING@RPM [†]		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
AMERICAN MOTORS						
121" 4-Cyl.						
Federal	12° @ 700Ⓞ	12° @ 700	CH N8L	.034"	Holley 5210	1
Calif.	.....	8° @ 700	CH N8L	.034"	Holley 5210	2
232" L6	8° @ 600	10° @ 550Ⓞ	CH N13L	.036"	Carter YF	3
258" L6 1-Bbl.	.....	8° @ 700	CH N13L	.036"	Carter YF	4
258" L6 2-Bbl.	4° @ 700	8° @ 600	CH N13L	.036"	Carter BBD	5
304" V8	5° @ 800	8° @ 600	CH N12L	.036"	MCFT 2100	6
BUICK						
196" V6	15° @ 800	15° @ 600	AC R45TSX	.060"	Roch M2ME	7
231" V6 (VIN A)						
Federal	15° @ 800	15° @ 600	AC R45TSX	.060"	Roch M2ME	8
Calif.	15° @ 800	15° @ 600	AC R45TSX	.060"	Roch M2ME	9
High Alt.	.....	15° @ 600	AC R45TSX	.060"	Roch M2ME	10
231" V6 (VIN 2)	.....	15° @ 580	AC R45TSX	.060"	Roch E2ME	11
231" V6 Turbo	.....	15° @ 650	AC R44TS	.040"	Roch M4ME	12
301" V8 2-Bbl.	.....	12° @ 650	AC R46TSX	.060"	Roch M2ME	13
301" V8 4-Bbl.	.....	12° @ 650	AC R45TSX	.060"	Roch M4MC	14
305" V8 2-Bbl.	.....	4° @ 600	AC R45TS	.045"	Roch M2ME	15
305" V8 4-Bbl.						
Calif.	.....	4° @ 500	AC R45TS	.045"	Roch M4MC	16
High Alt.	.....	8° @ 600	AC R45TS	.045"	Roch M4MC	17
350" V8 (VIN L)						
Calif.	.....	8° @ 500	AC R45TS	.045"	Roch M4MC	18
High Alt.	.....	8° @ 600	AC R45TS	.045"	Roch M4MC	19
350" V8 (VIN X)	.....	15° @ 550	AC R45TSX	.060"	Roch M4MC	20
350" V8 (VIN R)						
Federal	.....	20° @ 1100	AC R46SZ	.060"	Roch M4MC	21
Calif.	.....	20° @ 1100	AC R46SZ	.060"	Roch M4MC	22
High Alt.	.....	20° @ 1100	AC R46SZ	.060"	Roch M4MC	23
403" V8						
Federal	.....	20° @ 1100	AC R46SZ	.060"	Roch M4MC	24
Calif.	.....	20° @ 1100	AC R46SZ	.060"	Roch M4MC	25
High Alt.	.....	20° @ 1100	AC R46SZ	.060"	Roch M4MC	26
1980 SKYLARK						
151" (2.5L) 4 Cyl.						
Federal	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	27
Calif.	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	28
High Alt.	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	29
171" (2.8L) V6						
Federal	2° @ 750	6° @ 700	AC R44TS	.045"	Roch E2SE	30
Calif.	6° @ 750	10° @ 700	AC R44TS	.045"	Roch E2SE	31
High Alt.	2° @ 750	6° @ 700	AC R44TS	.045"	Roch E2SE	32
CADILLAC						
350" V8	.....	10° @ 600	AC R47SX	.060"	EFI (GM)	33
425" V8						
4-Bbl.	.....	23° @ 1600	AC R45NSZ	.060"	Roch M4ME	34
EFI	.....	18° @ 1400	AC R45NSX	.060"	EFI (GM)	35
CHEVROLET						
98" 4 Cyl.						
Federal	12° @ 800	18° @ 750	AC R42TS	.035"	Holley 5210C	36
Calif.	12° @ 800	12° @ 750Ⓞ	AC R42TS	.035"	Holley 5210C	37
151" 4 Cyl.						
Federal	12° @ 900	12° @ 650	AC R43TSX	.060"	Roch 2SE	38
Calif.	14° @ 1000	14° @ 650	AC R43TSX	.060"	Holley 6510C	39
196" V6	15° @ 800	15° @ 550	AC R46TSX	.060"	Roch M2ME	40

SPARK PLUGS: CH — Champion; MCFT — Motorcraft.

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

1979 TUNE-UP SPECIFICATIONS

No.	HOT IDLE*		FAST IDLE			Remarks
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto Trans.		
			RPM	Cam Step	RPM	
1	900 ^①	800	1800	Low	1800	^① - Models with "EH" emission label, set timing at 16°, idle at 1000 RPM. ^② - Models with 2.37 Rear Axle Ratio, set timing at 12°.
2	.....	800	.....	Low	1800
3	600	550	1500	2nd	1600	
4	.....	700	1500	2nd	1600
5	700	600	1500	2nd	1600	
6	800	600	1500	2nd	1600	
7	600/800	550/670	2200	③	2200	^① - Riviera Turbo, set idle at 600/650. ^② - With A/C, 550. ^③ - See Engine Tune-Up Decal. ^④ - Carbs. 17059619/621, use 2600. ^⑤ - Base idle. ^⑥ - Carbs. 17059615/619/719, use 500 Base and 1000 solenoid. ^⑦ - Carbs. 17059614/618/714, use 500 Base and 650 solenoid.
8	600/800	550/670	2200	③	2200	
9	600/800	600	2200	③	2200	
10	.....	600	.....	③	2200
11	.....	580/670	.....	③	2200
12	.....	650 ^①	.....	③	2500
13	.....	500/650	.....	③	2000
14	.....	500/650	.....	③	2200
15	.....	500/600 ^②	.....	③	1600
16	.....	500/600	.....	③	1600
17	.....	600/650	.....	③	1750
18	.....	500/600	.....	③	1600
19	.....	600/650	.....	③	1750
20	.....	550	.....	③	1500
21	.....	550/650	.....	③	900
22	.....	500/600	.....	③	1000
23	.....	600/700	.....	③	900
24	.....	550/650	.....	③	900
25	.....	500/600	.....	③	1000
26	.....	600/700	.....	③	1000
27	1000/1300 ^④	650/900 ^⑦	2400 ^④	High	2600	
28	1000/1200 ^④	650/900 ^⑦	2200 ^④	High	2400	
29	1000/1300 ^④	650/900 ^⑦	2400 ^④	High	2600	
30	750/1200	700/850	1900	③	2000	
31	750 ^⑤	700/800 ^⑦	2000	③	2000	
32	750/1200	700/850	1900	③	2000	
33	600	^① - Federal DeVille & Brougham, set fast idle to 1000.
34	.....	550/650	.....	.....	1500 ^①
35	.....	650	.....	.....	.....
36	800/1150	750/1150	2500	High	2500	^① - Calif. VIN "E" engines, set timing at 16°.
37	800/1150	750/1150	2500	High	2500	
38	900/1250	650/850	2200	High	2400	
39	1000/1200	650/850	2200	High	2400	
40	600/800	550/670	2200	②	2200	^② - See Engine Tune-Up Decal.

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

† - All specifications given are Before Top Dead Center (BTDC); Auto. Trans. in "D" unless otherwise noted.

1979 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING@RPM [†]		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
CHEVROLET (Cont.)						
200" V6	8° @ 700	12° @ 1200	AC R45TS	.045"	Roch M2ME	41
231" V6						
Federal	.....	15° @ 550	AC R45TSX	.060"	Roch M2ME	42
Calif.	15° @ 800	15° @ 600	AC R45TSX	.060"	Roch M2MEⓈ	43
High Alt.	.....	15° @ 600	AC R45TSX	.060"	Roch M2ME	44
250" L6						
Federal	12° @ 800	8° @ 675	AC R46TS	.035"	Roch 1ME	45
Calif.	.....	6° @ 600	AC R46TS	.035"	Roch 1ME	46
267" V8	4° @ 600	8° @ 1200	AC R45TS	.045"	Roch M2ME	47
305" V8 2-Bbl.						
Federal	4° @ 600	4° @ 500	AC R45TS	.045"	Roch M2ME	48
Calif.	.....	4° @ 600Ⓢ	AC R45TS	.045"	Roch M2ME	49
305" V8 4-Bbl.						
Federal	4° @ 700	4° @ 500	AC R45TS	.045"	Roch M4MC	50
Calif.	.....	4° @ 500	AC R45TS	.045"	Roch M4MC	51
High Alt.	.....	8° @ 600	AC R45TS	.045"	Roch M4MC	52
350" V8 (VIN L)						
Federal	6° @ 700	6° @ 500	AC R45TS	.045"	Roch M4MC	53
Calif.	.....	8° @ 500	AC R46TS	.045"	Roch M4MC	54
High Alt.	.....	8° @ 600	AC R45TS	.045"	Roch M4MC	55
350" V8 (VIN 8)						
Federal	6° @ 700	4° @ 500	AC R45TS	.045"	Roch M4MC	56
Calif.	.....	8° @ 500	AC R45TS	.045"	Roch M4MC	57
High Alt.	.....	8° @ 600	AC R45TS	.045"	Roch M4MC	58
350" V8 (VIN 4)	12° @ 900	12° @ 700	AC R45TS	.045"	Roch M4MC	59
1980 CITATION						
151" (2.5L) 4-Cyl.						
Federal	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	60
Calif.	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	61
High Alt.	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	62
171" (2.8L) V6						
Federal	2° @ 750	6° @ 700	AC R44TS	.045"	Roch E2SE	63
Calif.	6° @ 750	10° @ 700	AC R44TS	.045"	Roch E2SE	64
High Alt.	2° @ 750	6° @ 700	AC R44TS	.045"	Roch E2SE	65
CHRYSLER CORP.						
1.7L 4 Cyl.	15° @ 900	15° @ 900	CH RN12Y	.035"	Holley 5220	66
225" L6 1-Bbl.						
Federal	12° @ 675	12° @ 675	CH RBL16Y	.035"	Holley 1945	67
Calif.	.....	8° @ 750Ⓢ	CH RBL16Y	.035"	Holley 1945Ⓢ	68
225" L6 2-Bbl.	.....	12° @ 725	CH RBL16Y	.035"	Carter BBD	69
318" V8 2-Bbl.	.....	16° @ 730	CH RN12Y	.035"	Holley 2280	70
318" V8 4-Bbl.						
Federal	.....	16° @ 750	CH RN12Y	.035"	Carter TQ	71
Calif.	.....	16° @ 750	CH RN12Y	.035"	Carter TQ	72
360" V8 2-Bbl.	.....	12° @ 750	CH RN12Y	.035"	Holley 2245	73
360" V8 4-Bbl.	.....	16° @ 750	CH RN12Y	.035"	Carter TQ	74
FORD MOTOR CO.						
2.3 Liter 4 Cyl.						
Federal	6° @ 550	20° @ 600	MCFT AWSF42	.034"	Holley 5200	75
Calif.	6° @ 650	20° @ 600	MCFT AWSF42	.034"	Holley 6500	76
Turbo	2° @ 650	.....	MCFT AWSF32	.034"	Holley 5200	77
200" 6 Cyl.						
Federal	8° @ 750	10° @ 750	MCFT BSF82	.050"	Carter YFAⓈ	78
Calif.	.....	10° @ 750	MCFT BSF82	.050"	Carter YFA	79

SPARK PLUGS: CH - Champion; MCFT - Motorcraft.

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

1979 TUNE-UP SPECIFICATIONS

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No.	HOT IDLE*		FAST IDLE			Remarks	
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto Trans.			
			RPM	Cam Step	RPM		
41	700/800	600/700	1300	①	1600	① - See Engine Tune-Up Decal. ② - Calif. VIN "2" engines use E2ME carburetor. ③ - Calif. VIN "2", use 620/800. ④ - Curb idle given. Use 400 for Base idle. ⑤ - Monza, use 2°@600. ⑥ - Carbs. 17059615/619/719, use 500 Base and 1000 Solenoid. ⑦ - Carbs. 17059614/618/714, use 500 Base and 650 Solenoid. ⑧ - Carbs. 17059619/621, use 2600. ⑨ - Base idle.	
42	600/900	550/670	.....	①	2200	
43	600/800③	600	2200	①	2200		
44	600/800	600	.....	①	2200	
45	800④	675④	1800	High	2000		
46	.....	600④	1800	High	2000	
47	600/700	500/600	1300	①	1500		
48	600/700	500/600	1300	①	1600		
49	.....	600/650	.....	①	1950
50	700	500/600	1300	①	1600		
51	.....	500/600	.....	①	1600
52	.....	600/650	.....	①	1750
53	700	500/600	1300	①	1600		
54	.....	500/600	.....	①	1600
55	.....	600/650	.....	①	1750
56	700	500/600	1300	High	1600		
57	.....	500/600	.....	High	1600
58	.....	600/650	.....	High	1750
59	900	700/750	1300	①	1600		
60	1000/1300⑥	650/900⑦	2400⑧	High	2600		
61	1000/1200⑥	650/900⑦	2200	High	2400		
62	1000/1300⑥	650/900⑦	2400⑧	High	2600		
63	750/1200	700/850	1900	①	2000		
64	750⑤	700/800⑦	2000	①	2000		
65	750/1200	700/850	1900	①	2000		
66	900	900	1400	Low	1700		① - With Electronic Feedback Carb. system, use 15°. ② - With Electronic Feedback Carb. system, use Holley 6145. ③ - With Electronic Feedback Carb. system, use 1800.
67	675	675	1400	2nd Highest	1600		
68	.....	750	.....	2nd Highest	1500③
69	.....	725	.....	2nd Highest	1600
70	.....	730	.....	2nd Highest	1600
71	.....	750	.....	2nd Highest	1600
72	.....	750	.....	2nd Highest	1600
73	.....	750	.....	2nd Highest	1600
74	.....	750	.....	2nd Highest	1600
75	850/1300	600/800①	1600	2nd Highest	2000			① - 550/800 RPM for High Alt. ② - Fairmont/Zephyr with Auto. Trans. uses Holley 1946.
76	850/1300	600/750	1800	2nd Highest	1800		
77	900	.....	1800	2nd Highest	.....	
78	700/850	650/700	1600	2nd Highest	1700		
79	.....	600/700	.....	2nd Highest	1850

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

† - All specifications given are Before Top Dead Center (BTDC); Auto. Trans. in "D" unless otherwise noted.

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ENGINE	IGNITION TIMING@RPM [†]		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
FORD MOTOR CO. (Cont.)						
250" 6 Cyl.						
Federal	4°@750	10°@750	MCFT BSF82	.050"	Carter YFA	80
Calif.	.....	6°@750	MCFT BSF82	.050"	Carter YFA	81
2.8 Liter V6						
Federal	.....	9°@650	MCFT AWSF42	.034"	MCFT 2150	82
Calif.	.....	6°@650	MCFT AWSF42	.034"	MCFT 2700-VV	83
302" V8						
Federal	12°@500	8°@500Ⓞ	MCFT ASF52	.050"	MCFT 2150Ⓞ	84
Calif.	.....	12°@500Ⓞ	MCFT ASF52Ⓞ	.050"Ⓞ	MCFT 2700-VV	85
351" M V8						
Federal	.....	12°@800Ⓞ	MCFT ASF52	.050"	MCFT 2150	86
Calif.	.....	14°@800Ⓞ	MCFT ASF52	.050"	MCFT 2150	87
351" W V8						
Federal	.....	15°@800Ⓞ	MCFT ASF52	.050"	MCFT 2150Ⓞ	88
Calif.	.....	15°@800Ⓞ	MCFT ASF52	.050"	MCFT 2150Ⓞ	89
400" V8						
Federal	.....	14°@800Ⓞ	MCFT ASF52	.050"	MCFT 2150	90
Calif.	.....	14°@800	MCFT ASF52	.050"	MCFT 2150	91
OLDSMOBILE						
151" 4 Cyl. (VIN V)	12°@900	12°@650	AC R43TSX	.060"	Roch 2SE	92
151" 4 Cyl. (VIN 1)	14°@1000	14°@1000	AC R43TSX	.060"	Holley 6510C	93
231" V6						
Federal	15°@800	15°@600	AC R46TSX	.060"	Roch M2ME	94
Calif.	15°@800	15°@600	AC R45TSX	.060"	Roch M2MEⓄ	95
High Alt.	.....	15°@600	AC R46TSX	.060"	Roch M2ME	96
260" V8						
Federal	18°@1100	20°@1100	AC R46SZ	.060"	Roch M2MC	97
Calif.	.....	18°@1100	AC R46SZ	.060"	Roch M2MC	98
High Alt.	.....	20°@1100	AC R46SZ	.060"	Roch M2MC	99
301" V8 2-Bbl.	.....	12°@650Ⓞ	AC R46SX	.060"	Roch M2MC	100
305" V8 2-Bbl.						
Federal	4°@600	4°@500	AC R45TS	.045"	Roch M2MC	101
Calif.	.....	2°@600	AC R45TS	.045"	Roch M2MC	102
350" V8 (VIN H)						
Federal	4°@700	4°@500	AC R45TS	.045"	Roch M4MC	103
Calif.	.....	4°@500	AC R45TS	.045"	Roch M4MC	104
High Alt.	.....	8°@600	AC R45TS	.045"	Roch M4MC	105
350" V8 (VIN L)						
Calif.	.....	8°@500	AC R45TS	.045"	Roch M4MC	106
High Alt.	.....	8°@600	AC R45TS	.045"	Roch M4MC	107
350" V8 (VIN R)	.....	20°@1100	AC R46SZ	.060"	Roch M4MC	108
403" V8	.....	20°@1100	AC R46SZ	.060"	Roch M4MC	109
1980 OMEGA						
151" (2.5L) 4 Cyl.						
Federal	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	110
Calif.	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	111
High Alt.	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	112
171" (2.8L) V6						
Federal	2°@750	6°@700	AC R44TS	.045"	Roch E2SE	113
Calif.	6°@750	10°@700	AC R44TS	.045"	Roch E2SE	114
High Alt.	2°@750	6°@700	AC R44TS	.045"	Roch E2SE	115
PONTIAC						
151" 4 Cyl.						
Federal	12°@900	12°@650	AC R43TSX	.060"	Roch 2SE	116
Calif.	14°@1000	14°@1000Ⓞ	AC R43TSX	.060"	Holley 6510C	117

SPARK PLUGS: CH — Champion; MCFT — Motorcraft.

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

1979 TUNE-UP SPECIFICATIONS

No.	HOT IDLE*		FAST IDLE			Remarks	
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto Trans.			
			RPM	Cam Step	RPM		
80	800	500/700	1700	2nd Highest	1700	① - 550/800 for High. Alt. ② - Fairmont/Zephyr with Auto. Trans. uses Holley 1946. ③ - 6°@500 for LTD and Marquis. ④ - Versailles timing is not adjustable. ⑤ - 2700-VV for Versailles. ⑥ - 1900 RPM for Versailles. ⑦ - ASF 52-6 for LTD and Marquis. ⑧ - .060" for LTD and Marquis. ⑨ - 2900 RPM for Versailles. ⑩ - 10°@800 for LTD. ⑪ - Not adjustable on LTD and Marquis with EEC II. ⑫ - MCFE 7200-VV for LTD and Marquis with EEC II. ⑬ - 8°@800 for High Alt.	
81	.....	450/700	.....	2nd Highest	2300
82	.....	650/750	.....	2nd Highest	1600
83	.....	600/700	.....	High	1750
84	800/875	600/675	2300	High	2100⑥		
85	.....	600/675	.....	High	1800⑥
86	.....	600/650	.....	High	2200
87	.....	600/650	.....	High	2300
88	.....	600/650	.....	High	2100
89	.....	620	.....	High	2100
90	.....	600/675	.....	High	2200
91	.....	650	.....	High	2200
92	500/900①	500/650②	2200	High	2400		① - Vehicles with A/C, set idle to 900/1250. ② - Vehicles with A/C, set idle to 650/850. ③ - Calif. VIN "2" engines, use E2ME; set timing @580 RPM. ④ - Calif. vehicles, set idle to 500/600. ⑤ - Calif. vehicles set fast idle to 1000. ⑥ - See Engine Tune-Up Decal. ⑦ - Altitude, use 20°@1100. ⑧ - Omega only; no solenoid on Starfire. ⑨ - Carbs. 17059615/619/719, use 500 Base and 1000 Solenoid. ⑩ - Carbs. 17059614/618/714, use 500 Base and 1000 Solenoid. ⑪ - Carb. 1750961/621, use 2600. ⑫ - Base idle.
93	.....	500/650②	2200	High	2400	
94	600/800	550/670	2200	③	2200		
95	600/800	600④	.....	③	2200	
96	.....	600	.....	③	2200
97	650/800	500/625	750	④	800		
98	.....	500/625	.....	④	800
99	.....	550/650	.....	④	900
100	.....	500/650	.....	④	2000
101	600/700⑤	500/600	1300	⑤	1600		
102	.....	600/650	.....	⑤	1950
103	700	500/600	1300	⑤	1600		
104	.....	500/600	.....	⑤	1600
105	.....	600/650	.....	⑤	1750
106	.....	500/600	.....	⑤	1600
107	.....	600/650	.....	⑤	1750
108	.....	550/650⑥	.....	⑥	900⑤
109	.....	550/650⑥	.....	⑥	900⑤
110	1000/1300⑦	650/900⑧	2400⑦	High	2600		
111	1000/1200⑦	650/900⑧	2400	High	2400		
112	1000/1300⑦	650/900⑧	2400⑦	High	2600		
113	750/1200⑧	700/850	1900	⑧	2000		
114	750⑧	700/800	2000	⑧	2000		
115	750/1200	700/850	1900	⑧	2000		
116	500⑨	500⑨	2200	High	2400	① - Vehicles with A/C, set idle to 900/1250. ② - Vehicles with A/C, set idle to 650/850. ③ - Vehicles with A/C, set idle to 1000/1200.	
117	500⑨	500⑨	2200	High	2200		

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

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ENGINE	IGNITION TIMING@RPM [†]		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
PONTIAC (Cont.)						
231" V6						
Federal	15° @ 800	15° @ 600	AC R46TSX	.060"	Roch M2ME	118
Calif.	15° @ 800	15° @ 600Ⓞ	AC R46TSX	.060"	Roch M2MEⓄ	119
High Alt.	.....	15° @ 600	AC R46TSX	.060"	Roch M2ME	120
301" V8 2-Bbl.	.....	12° @ 650	AC R46TSX	.060"	Roch M2ME	121
301" V8 4-Bbl.	14° @ 750	12° @ 650	AC R45TSX	.060"	Roch M4ME	122
305" V8 2-Bbl.						
Federal	4° @ 600	4° @ 500	AC R45TS	.045"	Roch M2ME	123
Calif.	.....	4° @ 500Ⓞ	AC R45TS	.045"	Roch M2ME	124
High Alt.	.....	4° @ 500Ⓞ	AC R45TS	.045"	Roch M4MC	125
350" V8 (VIN L)						
Calif.	.....	8° @ 500	AC R45TS	.045"	Roch M4MC	126
High Alt.	.....	8° @ 600	AC R45TS	.045"	Roch M4MC	127
350" V8 (VIN R)	.....	20° @ 1100	AC R46SZ	.060"	Roch M4MC	128
350" V8 (VIN X)	.....	15° @ 550	AC R46TSX	.060"	Roch M4MC	129
400" V8	18° @ 775	.....	AC R45TSX	.060"	Roch M4MC	130
403" V8						
Federal	.....	18° @ 1100	AC R45TSX	.060"	Roch M4MC	131
Calif.	.....	20° @ 1100	AC R45TSX	.060"	Roch M4MC	132
1980 PHOENIX						
151" (2.5L) 4 Cyl.						
Federal	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	133
Calif.	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	134
High Alt.	10° @ 1000	10° @ 650	AC R43TSX	.060"	Roch E2SE	135
171" (2.8L) V6						
Federal	2° @ 750	6° @ 700	AC R44TS	.045"	Roch E2SE	136
Calif.	6° @ 750	10° @ 700	AC R44TS	.045"	Roch E2SE	137
High Alt.	2° @ 750	6° @ 700	AC R44TS	.045"	Roch E2SE	138

SPARK PLUGS: CH — Champion; MCFT — Motorcraft.

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

1979 TUNE-UP SPECIFICATIONS

No.	HOT IDLE*		FAST IDLE			Remarks
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto Trans.		
			RPM	Cam Step	RPM	
118	600/800	550/670	2200	④	2200	① - Vehicles with A/C, set idle to 900/1250. ② - Vehicles with A/C, set idle to 650/850. ③ - Vehicles with A/C, set idle to 1000/1200. ④ - See Engine Tune-Up Decal. ⑤ - Calif. VIN "2" engines, use E2ME; set timing @ 580 RPM. ⑥ - Calif. Sunbird, use 2°@600. ⑦ - Grand Prix & LeMans High Alt., use 4°@600. ⑧ - High Alt., use 600/650 ⑨ - Carbs. 17059615/619/719, use 500 Base and 1000 Solenoid. ⑩ - Carbs. 17059614/618/714, use 500 Base and 1000 Solenoid. ⑪ - Carb. 17059619/621, use 2600. ⑫ - Base idle.
119	600/800	600③	2200	④	2200	
120	.....	600	.....	④	2200
121	.....	500/650	.....	④	2000
122	700/800	500/650	2000	④	2200	
123	600/700	500/600	1300	④	1600	
124	.....	600/650	.....	④	1950
125	.....	500/600	.....	④	1600
126	.....	500/600	.....	④	1600
127	.....	600/650	.....	④	1600
128	.....	500/600	.....	④	1000
129	.....	550/600⑥	.....	④	1550
130	775	.....	1800	④	.....
131	.....	550/650	.....	④	900
132	.....	500/600	.....	④	1000
133	1000/1300⑦	650/900⑧	2400⑩	High	2600	
134	1000/1200⑦	650/900⑧	2400	High	2400	
135	1000/1300⑦	650/900⑧	2400⑩	High	2600	
136	750/1200⑨	700/850	1900	④	2000	
137	750⑨	700/800	2000	④	2000	
138	750/1200	700/850	1900	④	2000	

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

† - All specifications given are Before Top Dead Center (BTDC).