

# 1979 TUNE-UP SPECIFICATIONS

ENGINE	IGNITION TIMING@RPM <sup>†</sup>		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
<b>FORD MOTOR CO. (Cont.)</b>						
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
<b>OLDSMOBILE</b>						
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
<b>1980 OMEGA</b>						
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
<b>PONTIAC</b>						
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.

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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.

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

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	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
<b>PONTIAC (Cont.)</b>						
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
<b>1980 PHOENIX</b>						
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

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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).