

T-10 1977 QUICK-CHECK TUNE-UP SPECIFICATIONS

All Manufacturers

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
CHRYSLER CORP.								
225" 6 Cyl. Light Duty Federal	2°B	2°B	⊙	⊙	CH RBL-15Y	.035"	Holley 1945	1
California	TDC	2°A	⊙	⊙	CH RBL-15Y	.035"	Holley 1945	2
225" 6 Cyl. Heavy Duty	TDC	TDC	⊙	⊙	CH RBL-11Y	.035"	Carter BBD	3
318" V8 Light Duty								
Federal	2°B	2°B	⊙	⊙	CH RN-11Y	.035"	Carter BBD	4
California	2°B	2°B	⊙	⊙	CH RN-11Y	.035"	Carter BBD	5
High Altitude	2°B	6°B	⊙	⊙	CH RN-11Y	.035"	Carter BBD	6
318" V8 Heavy Duty								
Federal	2°A	2°A	⊙	⊙	CH RN-11Y	.035"	Carter BBD	7
California	TDC	TDC	⊙	⊙	CH RN-11Y	.035"	Carter BBD	8
360"-1 V8 Light Duty	6°B	6°B	⊙	⊙	CH RN-12Y	.035"	⊙Holley 2210	9
360"-1 V8 Heavy Duty	TDC	TDC	⊙	⊙	CH RN-12Y	.035"	⊙Holley 2210	10
360"-3 V8	....	TDC	⊙	⊙	⊙CH RF-10	.035"	⊙Holley 2210	11
400" V8	....	2°B	⊙	⊙	CH RJ-11Y	.035"	Holley 2210	12
440"-1 V8	8°B	8°B	⊙	⊙	CH RJ-11Y	.035"	Carter T.Q.	13
440"-3 V8	....	8°B	⊙	⊙	⊙CH BL-9Y	.035"	Carter T.Q.	14
FORD MOTOR CO.								
300" 6 Cyl. Light Duty	6°B	6°B	⊙	⊙	AL BSF 42	.044"	Carter YF	15
300" 6 Cyl. Heavy Duty	10°B	10°B	⊙	⊙	AL BSF 42	⊙.044"	Carter YF	16
302" V8								
Federal	⊙6°B	⊙6°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	17
California	⊙6°B	⊙6°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	18
High Altitude	⊙8°B	8°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	19
351"W V8 Light Duty								
Federal	8°B	⊙14°B	⊙	⊙	⊙AL ASF 42	.044"	Ford 2150	20
California	....	14°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	21
High Altitude	....	12°B	⊙	⊙	AL ARF 42	.044"	Ford 2150	22
351"W V8 Heavy Duty								
Federal	6°B	8°B	⊙	⊙	AL ASF 34	.044"	Ford 2150	23
California	6°B	⊙8°B	⊙	⊙	AL ASF 34	.044"	Ford 2150	24
351"M V8 Light Duty								
Federal	10°B	⊙10°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	25
California	....	8°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	26
High Altitude	....	10°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	27
351"M V8 Heavy Duty								
Federal	⊙12°B	⊙12°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	28
California	10°B	10°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	29
400" V8 Light Duty	6°B	6°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	30
400" V8 Heavy Duty								
Federal	12°B	12°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	31
California	⊙10°B	⊙10°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	32
460" V8	12°B	12°B	⊙	⊙	AL ASF 42	.044"	Ford 2150	33

IGNITION TIMING: B – BTDC, A – ATDC.

SPARK PLUGS: AL – Autolite, CH – Champion.

CARBURETORS: Roch – Rochester, EFI – Electronic Fuel Injection.

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All Manufacturers (Cont.)

No.	HOT IDLE		FAST IDLE			IDLE CO %		Remarks
	Man. Trans.	Auto. Trans.	Man. Trans.		Auto. Trans.	Man	Auto	
			RPM	Cam Step	RPM			
1	750	750	1600	High	1700	②	②	① - Electronic Ignition. ② - See Emission Control Tune-Up Decal. ③ - 1600 RPM Carb. No. BBD 81465, 1900 RPM Carb. Nos. BBD 65855 & 65865. ④ - Also uses Holley 2245. ⑤ - 1600 RPM with Holley 2245 Carb. ⑥ - 700 RPM for Calif. Models. ⑦ - Also uses CH F10. ⑧ - Also uses CH 8BL9Y.
2	750	750	1600	High	1700	0.3	0.3	
3	700	700	1500	High	1500	②	②	
4	750	750	③1500	High	③1500	②	②	
5	750	750	1500	High	1500	0.3	0.3	
6	750	750	1500	High	1500	②	②	
7	750	750	③1500	High	③1500	②	②	
8	700	700	1500	High	1500	0.3	0.3	
9	700	700	③1700	High	③1800	②	②	
10	⑥750	⑥750	③1700	High	③1800	②	②	
11	....	②	....	High	1800	②	②
12	....	700	....	High	1600	②	②
13	700	700	1700	High	1700	②	②	
14	....	700	....	High	1700	②	②
15	700	550	1600	③	1600	②	②	① - Electronic Ignition. ② - See Emission Control Tune-Up Decal. ③ - Kick Down Step. ④ - .054" with Calibration Nos. 7-77-R10, 7-78 R10 and All Calif. Models. ⑤ - 4°B with Calibration No. 7-53H-R9 and 8°B with Calibration No. 7-53H-R10. ⑥ - 8°B for Bronco. ⑦ - 10° for F100 Auto. Trans. ⑧ - AL ARF 42 with Calibration No. 7-65A-RO. ⑨ - 550 RPM with Calibration No. 7-65A-RO and 700 RPM with Calibration No. 7-65O-RO. ⑩ - 2200 RPM with Calibration No. 7-65A-RO. ⑪ - 6°B with Calibration No. 7-76J-R10. ⑫ - 650 RPM with Calibration No. 7-76J-R10. ⑬ - 6°B with Calibration No. 7-60G-R11. ⑭ - 600 RPM with Calibration No. 7-60G-R11. ⑮ - 6°B with Calibration No. 7-71-RO. ⑯ - 14°B with Calibration No. 7-72-R10. ⑰ - 600 RPM with Calibration No. 7-62G-R10. ⑱ - 12°B with Calibration No. 7-74J-RO.
16	600	600	1500	③	1500	②	②	
17	850	650	2000	High	2100	②	②	
18	800	650	2000	High	2100	②	②	
19	800	550	2000	High	2000	②	②	
20	800	⑩650	1500	③	⑩1500	②	②	
21	....	700	....	③	1500	②	②
22	....	550	....	③	2200	②	②
23	650	550	1250	③	1500	②	②	
24	650	⑫550	1250	③	1700	②	②	
25	650	⑭650	1900	High	1900	②	②	
26	....	650	....	High	1400	②	②
27	....	650	....	High	2100	②	②
28	650	650	1250	③	1500	②	②	
29	650	650	1250	③	1500	②	②	
30	⑰650	⑰650	1900	High	1900	②	②	
31	650	650	1500	③	1500	②	②	
32	650	650	1500	③	1500	②	②	
33	650	650	1250	③	1250	②	②	