

T-12 1977 QUICK-CHECK TUNE-UP SPECIFICATIONS

All Manufacturers (Cont.)

ENGINE	IGNITION TIMING		DISTRIBUTOR		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Cam Angle	Point Gap	Type	Gap	Make & Type	
GENERAL MOTORS *								
250" 6 Cyl. Light Duty								
Federal	8°B	12°B	⊖	⊖	AC R46TS	.035"	Roch 1ME	34
California	6°B	10°B	⊖	⊖	AC R46TS	.035"	Roch 1ME	35
High Altitude	8°B	....	⊖	⊖	AC R46TS	.035"	Roch 1ME	36
250" 6 Cyl. Heavy Duty	6°B	6°B	⊖	⊖	AC R46T	.035"	Roch 1ME	37
292" 6 Cyl.	8°B	8°B	⊖	⊖	AC R44T	.035"	Roch 1ME	38
305" V8 Light Duty	8°B	8°B	⊖	⊖	AC R45TS	.045"	Roch 2GC	39
305" V8 Heavy Duty	6°B	6°B	⊖	⊖	AC R44T	.045"	Roch 2GC	40
350" V8 Light Duty								
Federal	8°B	8°B	⊖	⊖	AC R45TS	.045"	Roch M4MC	41
California	6°B	6°B	⊖	⊖	AC R45TS	.045"	Roch M4MC	42
High Altitude	6°B	6°B	⊖	⊖	AC R45TS	.045"	Roch M4MC	43
350" V8 Heavy Duty								
Federal	8°B	8°B	⊖	⊖	AC R44T	.045"	Roch 4MV	44
California	2°B	2°B	⊖	⊖	AC R44TX	.045"	Roch 4MV	45
400" V8								
Federal	....	4°B	⊖	⊖	AC R44T	.045"	Roch 4MV	46
California	....	2°B	⊖	⊖	AC R44T	.045"	Roch 4MV	47
403" V8								
Federal	....	12°B	⊖	⊖	AC R46SZ	.045"	Roch M4MC	48
California	....	2°B	⊖	⊖	AC R46SZ	.045"	Roch M4MC	49
454" V8 Light Duty	....	4°B	⊖	⊖	AC R44T	.045"	Roch M4ME	50
454" V8 Heavy Duty	8°B	8°B	⊖	⊖	AC R44T	.045"	⊕ Roch 4MV	51
455" V8	....	8°B	⊖	⊖	AC R46SX	.045"	Roch 4MC	52
INTERNATIONAL								
196" 4 Cyl.	TDC	TDC	⊖	⊖	CH RJ-10Y	.035"	Holley 1940	53
304" V8								
Federal	TDC	TDC	⊖	⊖	CH RJ-10Y	.035"	⊕ Holley 2210C	54
California	5°B	5°B	⊖	⊖	CH RJ-10Y	.035"	Holley 2245	55
345" V8 Gas								
Federal								
Holley 2210 Carb.	5°B	5°B	⊖	⊖	CH RJ-6	.035"	Holley 2210C	56
Holley 2300G Carb.	TDC	TDC	⊖	⊖	CH RJ-6	.035"	Holley 2300G	57
California								
Holley 2210C Carb.	5°B	5°B	⊖	⊖	CH RJ-6	.035"	Holley 2210C	58
Holley 2300G Carb.	TDC	TDC	⊖	⊖	CH RJ-6	.035"	Holley 2300G	59
345" V8 LPG	10°B	10°B	⊖	⊖	CH RJ-6	.015"	⊕ Holley 2251E	60
392" V8								
Federal	TDC	TDC	⊖	⊖	CH RJ-6	.035"	Holley 4150	61
California	TDC	TDC	⊖	⊖	CH RJ-6	.035"	Holley 4150	62
JEEP								
232" 6 Cyl.								
Federal	5°B	....	⊖	⊖	CH N-12Y	.035"	Carter YF	63
High Altitude	⊕10°B	....	⊖	⊖	CH N-12Y	.035"	Carter YF	64
258" 6 Cyl. 1-Bbl.								
Federal	3°B	8°B	⊖	⊖	CH N-12Y	.035"	Carter YF	65
California	6°B	8°B	⊖	⊖	CH N-12Y	.035"	Carter YF	66
High Altitude	⊕10°B	⊕10°B	⊖	⊖	CH N-12Y	.035"	Carter YF	67
258" 6 Cyl. 2-Bbl.	6°B	6°B	⊖	⊖	CH N-12Y	.035"	Carter BBD	68
304" V8								
Federal	5°B	10°B	⊖	⊖	CH N-12Y	.035"	⊕ Ford 2100	69
California	5°B	5°B	⊖	⊖	CH N-12Y	.035"	⊕ Ford 2100	70
High Altitude	5°B	10°B	⊖	⊖	CH N-12Y	.035"	⊕ Ford 2100	71
360" V8 2-Bbl.	5°B	8°B	⊖	⊖	CH N-12Y	.035"	Ford 2100	72
360" V8 4-Bbl.	5°B	8°B	⊖	⊖	CH N-12Y	.035"	Ford 4350	73
401" V8	8°B	⊖	⊖	CH N-12Y	.035"	Ford 4350	74

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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			
34	750/425	ⓐ600/425	2100	High	2100	ⓐ	ⓐ	ⓐ — Electronic Ignition. ⓑ — 550/425 with Air Conditioning. ⓒ — See Emission Control Tune-Up Decal. ⓓ — Factory Preset. ⓔ — Calif. Models use Roch M4MC. * — When idle solenoid is used, higher RPM is with solenoid connected; lower RPM, solenoid disconnected.
35	850/425	600/425	2100	High	2100	ⓐ	ⓐ	
36	600/425	600/425	2100	High	2100	ⓐ	ⓐ	
37	600/450	600/450	2400	High	2400	ⓐ	ⓐ	
38	600/450	600/450	2400	High	2400	ⓐ	ⓐ	
39	600/700	500/650	ⓐ	ⓐ	ⓐ	ⓐ	ⓐ	
40	700	700	ⓐ	ⓐ	ⓐ	ⓐ	ⓐ	
41	700	500/650	1300	High	1600	ⓐ	ⓐ	
42	700	500/650	1300	High	1600	ⓐ	ⓐ	
43	700	600/650	1300	High	1600	ⓐ	ⓐ	
44	700	700	1600	High	1600	ⓐ	ⓐ	
45	700	700	1600	High	1600	ⓐ	ⓐ	
46	....	700	....	High	1600	ⓐ	ⓐ
47	....	700	....	High	1600	ⓐ	ⓐ
48	....	600	....	Low	ⓐ	ⓐ	ⓐ
49	....	600	....	Low	ⓐ	ⓐ	ⓐ
50	....	600	....	High	1600	ⓐ	ⓐ
51	700	700	1700	High	1700	ⓐ	ⓐ	
52	....	600	....	Low	ⓐ	ⓐ	ⓐ
53	550	550	2000	High	2000	.5-2.0	.5-2.0	ⓐ — Electronic Ignition. ⓑ — Maximum. ⓒ — Holley 2300G also used. ⓓ — Holley 2527 also used.
54	675	675	2200	High	2200	ⓐ2.0	ⓐ2.0	
55	625	625	2200	High	2200	.5-1.5	.5-1.5	
56	675	675	2200	High	2200	ⓐ1.5	ⓐ1.5	
57	675	675	2200	High	2200	ⓐ1.5	ⓐ1.5	
58	650	650	2200	High	2200	.5-1.5	.5-1.5	
59	650	650	2000	High	2000	1.0-3.0	1.0-3.0	
60	475	475	2200	High	2200	.75-1.5	.75-1.5	
61	675	675	2000	High	2000	ⓐ2.0	ⓐ2.0	
62	650	650	2000	High	2000	.5-1.5	.5-1.5	
63	850	1600	2nd	1.0-1.5	ⓐ — Electronic Ignition. ⓑ — Adjust to 8°B if Operated Below 4,000 Ft. ⓒ — Adjust to 6°B if Operated Below 4,000 Ft. ⓓ — See Emission Control Tune-Up Decal. ⓔ — Ford 2150 Used on High Altitude Models.
64	600	....	1600	2nd	....	1.0-1.5	....
65	850	550	1600	2nd	1600	1.0-1.5	0.8	
66	850	700	1600	2nd	1600	1.0-1.5	0.8	
67	600	550	1600	2nd	1800	1.0-1.5	0.8	
68	650	550	1700	2nd	1700	ⓐ	ⓐ	
69	750	750	1600	2nd	1600	ⓐ	ⓐ	
70	750	700	1600	2nd	1600	ⓐ	ⓐ	
71	750	700	1600	2nd	1600	ⓐ	ⓐ	
72	750	700	1600	2nd	1600	ⓐ	ⓐ	
73	750	700	1600	2nd	1600	ⓐ	ⓐ	
74	....	700	1600	2nd	1600	ⓐ	ⓐ