

T-18 1979 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	12°B	12°B	⊙	⊙	CH RBL-16Y	.035"	Holley 1945	1
Calif.	8°B	8°B	⊙	⊙	CH RBL-16Y	.035"	Carter BBD	2
318" V8 Light Duty								
Federal	12°B	12°B	⊙	⊙	CH RN-11Y	.035"	Carter BBD	3
Calif.	6°B	⊙6°B	⊙	⊙	CH RN-11Y	.035"	Carter TQ	4
360"-1 2-Bbl. V8 Light Duty								
Federal	10°B	10°B	⊙	⊙	CH RN-12Y	.035"	Holley 2245	5
360"-3 2-Bbl. V8 Heavy Duty								
Federal	.....	TDC	⊙	⊙	CH RF-10	.035"	Holley 2245	6
Calif.	.....	TDC	⊙	⊙	CH RF-10	.035"	Holley 2245	7
360"-1 4-Bbl. V8 Light Duty								
Federal	4°B	4°B	⊙	⊙	CH RN-12Y	.035"	Carter TQ	8
Calif.	⊙10°B	10°B	⊙	⊙	CH RN-12Y	.035"	Carter TQ	9
360"-3 4-Bbl. V8 Heavy Duty								
Federal	.....	4°B	⊙	⊙	CH RF-10	.035"	Carter TQ	10
Calif.	.....	4°B	⊙	⊙	CH RF-10	.035"	Carter TQ	11
440"-1 & 440"-3 V8 Heavy Duty								
Federal	.....	8°B	⊙	⊙	CH ⊙OBL-9Y	.035"	Carter TQ	12
Calif.	.....	8°B	⊙	⊙	CH ⊙OBL-9Y	.035"	Carter TQ	13
FORD MOTOR CO.								
300" 6 Cyl. Light Duty								
All Models	6°B	10°B	⊙	⊙	AL BSF-42	.044"	Carter YFA-1	14
300" 6 Cyl. Heavy Duty								
All Models	12°B	12°B	⊙	⊙	AL BSF-42	.044"	Carter YFA-1	15
302" V8 Light Duty								
Federal	⊙6°B	⊙6°B	⊙	⊙	AL ASF-42	.044"	MC 2150	16
Calif.	.....	⊙6°B	⊙	⊙	AL ASF-42	.044"	MC 2150	17
351" M V8 Light Duty								
Federal	10°B	6°B	⊙	⊙	AL ASF-42	.044"	MC 2150	18
Calif.	⊙10°B	⊙6°B	⊙	⊙	AL ASF-42	.044"	MC 2150	19
351" M V8 Heavy Duty								
All Models	6°B	12°B	⊙	⊙	AL ASF-42	.044"	MC 2150	20
351" W V8 Light Duty								
Federal	4°B	⊙10°B	⊙	⊙	AL ASF-42	.044"	MC 2150	21
Calif.	.....	8°B	⊙	⊙	AL ASF-42	.044"	MC 2150	22
351" W V8 Heavy Duty								
All Models	.....	6°B	⊙	⊙	AL ASF-42	.044"	MC 2150	23
400" V8 Light Duty								
Federal	10°B	6°B	⊙	⊙	AL ASF-42	.044"	MC 2150	24
Calif.	.....	6°B	⊙	⊙	AL ASF-42	.044"	MC 2150	25
400" V8 Heavy Duty								
All Models	3°B	3°B	⊙	⊙	AL ASF-42	.044"	MC 2150	26
460" V8 Light Duty								
All Models	.....	14°B	⊙	⊙	AL ASF-42	.044"	MC 4180C	27
460" V8 Heavy Duty								
All Models	.....	8°B	⊙	⊙	AL ASF-42	.044"	MC 4180C	28

IGNITION TIMING: B — BTDC.

SPARK PLUGS: AL — Autolite, **CH** — Champion.

CARBURETORS: ROCH — Rochester, **MC** — Motorcraft, **TQ** — Thermo-Quad.

1979 QUICK-CHECK TUNE-UP SPECIFICATIONS T-19

All Manufacturers (Cont.)

No.	HOT IDLE**		FAST IDLE			Remarks
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto Trans.	RPM	
			RPM	Cam Step		
1	675	675	1600	2nd	1600	① — Electronic Ignition. ② — See Emission Control Tune-Up Decal, as some Calif. Auto. Trans. are 8°B. ③ — See Emission Control Tune-Up Decal, as some Fed. Auto. Trans. have 750 RPM Hot Idle, 1750 Fast Idle. ④ — See Emission Control Tune-Up Decal, as some Calif. Man. Trans. models are 6°B with 750 RPM Hot Idle, others 4°B with 700 RPM Hot Idle. ⑤ — CH OJ-11Y or RJ-11Y, 440"-1 engine.
2	800	800	1400	2nd	1600	
3	680	680	1400	2nd	1500	
4	750	750	1600	2nd	1600	
5	750	750	1600	2nd	1600	
6	.....	700	.....	2nd	1400
7	.....	700	.....	2nd	1400
8	700	⑦700	1600	2nd	③1600	
9	⑦750	750	1600	2nd	1600	
10	.....	700	.....	2nd	1600
11	.....	700	.....	2nd	1600
12	.....	700	.....	2nd	1400
13	.....	700	.....	2nd	1400
14	700/500	550/500	1600	2nd	1600	* — See Emission Control Tune-Up Decal for Correct Ignition Timing RPM. ** — Lower RPM is TSP "OFF". ① — Electronic Ignition. ② — 2550 RPM, High Step, Cal. No. 9-77M-R0. ③ — 4°B, Cal. No. 9-53H-R0. ④ — 8°B, Cal. No. 9-54H-R0. ⑤ — 8°B, Cal. No. 9-54S-R0. ⑥ — 600 RPM, Cal. No. 9-54T-R0. ⑦ — 2000 RPM, Cal. No. 9-54T-R0. ⑧ — 8°B, Cal. No. 9-59S-R0. ⑨ — 10°B, Cal. No. 9-60S-R0. ⑩ — 2100 RPM, Cal. No. 9-60S-R0. ⑪ — 12°B, Cal. No. 9-64H-R0. ⑫ — High Step, Auto. Trans. ⑬ — A/C "OFF". ⑭ — A/C Clutch Energized ⑮ — A/C Clutch De-Energized.
15	700/500	550/500	1600	②2nd	1600	
16	700	600/550	2000	High	2000	
17	.....	⑦650/550	.....	High	⑦2400
18	650	550	2000	High	2000	
19	650	550	2000	High	⑩2000	
20	600	600/500	1750	High	2000	
21	800/500	600/500	1500	⑦2nd	2200	
22	.....	600/500	.....	High	2200
23	.....	⑩650/525	.....	2nd	1700
24	650	550	2000	High	1900	
25	.....	550	.....	High	1900
26	600	600/500	1750	High	2000	
27	.....	⑩650	.....	2nd	1600
28	.....	650/800 ⑬	.....	2nd	1600