

1980 Passenger Car Tune-Up

ENGINE	IGNITION TIMING/RPM†		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
AMC						
151" 4 Cyl.						
Federal	10°@900	12°@700	AC R44TSX	.060"	Roch 2SE	1
Calif.	12°@900	10°@700	AC R44TSX	.060"	Roch E2SE	2
258" 6 Cyl.	6°@700	10°@600Ⓞ	CH N14LYⓄ	.035"	Carter BBD	3
BUICK						
151" 4 Cyl.						
Federal	10°@1000	10°@650	AC R43TSX	.060"	Roch 2SE	4
Calif.	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	5
173" V6						
Federal	2°@750	6°@700	AC R44TS	.045"	Roch 2SE	6
Calif.	6°@750	10°@700	AC R44TS	.045"	Roch E2SE	7
231" V6 2-Bbl.						
Federal	15°@550	15°@550	AC R45TSX	.060"	Roch M2ME	8
Calif.	.....	15°@550	AC R45TSX	.060"	Roch E2ME	9
231" V6 Turbo						
Federal	.....	15°@650Ⓞ	AC R45TS	.040"	Roch M4ME	10
Calif.	.....	15°@650Ⓞ	AC R45TS	.040"	Roch E4ME	11
252" V6	.....	15°@550	AC R45TSX	.060"	Roch M4ME	12
265" V8	.....	10°@700	AC R45TSX	.060"	Roch M2ME	13
301" V8	.....	12°@500	AC R45TSX	.060"	Roch M4ME	14
305" V8	.....	4°@550	AC R45TS	.035"	Roch M4MC	15
350" V8 VIN X	.....	15°@550	AC R45TSX	.060"	Roch M4MC	16
350" V8 VIN R						
Federal	.....	18°@1100Ⓞ	AC R46SX	.080"	Roch M4MC	17
Calif.	.....	18°@1100ⓄⓄ	AC R46SX	.080"	Roch E4ME	18
CADILLAC						
252" V6	.....	15°@550	AC R45TSX	.060"	Roch M4ME	19
350" V8 E.F.I.	.....	10°@600	AC R45NSX	.060"	GM E.F.I.	20
368" V8 4-Bbl.						
Federal	.....	18°@1400	AC R47SX	.060"	Roch M4ME	21
Calif.	.....	18°@1400	AC R47SX	.060"	Roch E4ME	22
368" V8 D.E.F.I.	.....	10° under 800	AC R47SXⓄ	.060"	GM D.E.F.I.	23
CHEVROLET						
98" 4 Cyl.						
Federal	12°@800	18°@750	AC R42TS	.035"	Holley 5210-C	24
Calif.	12°@800	18°@750	AC R42TS	.035"	Holley 6510-C	25
151" 4 Cyl. VIN 5						
Federal	10°@1000	10°@650	AC R43TSX	.060"	Roch 2SE	26
Calif.	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	27
151" 4 Cyl. VIN V						
Federal	12°@1000	12°@650	AC R44TSX	.060"	Roch 2SE	28
Calif.	12°@1000	12°@650	AC R44TSX	.060"	Roch E2SE	29
173" V6						
Federal	2°@750	6°@700	AC R44TS	.045"	Roch 2SE	30
Calif.	6°@750	10°@700	AC R44TS	.045"	Roch E2SE	31
229" V6	8°@700	12°@600	AC R45TS	.045"	Roch M2ME	32
231" V6 2-Bbl.						
Federal	15°@550	15°@550	AC R45TSX	.060"	Roch M2ME	33
Calif.	.....	15°@550	AC R45TSX	.060"	Roch E2ME	34
231" V6 Turbo						
Federal	.....	15°@650	AC R45TSX	.060"	Roch M4ME	35
Calif.	.....	15°@650	AC R45TSX	.060"	Roch E4ME	36

SPARK PLUGS: CH — Champion; MCFT — Motorcraft.

CARBURETORS: MCFT — Motorcraft; ROCH — Rochester; DEFI — Digital Electronic Fuel Injection; 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		
1	900	700	2400	High	2600	① - With A/C, set at 900/1250. ② - With A/C, set at 700/950. ③ - On California Eagle, 8°@600. ④ - Eagle models use N13L.	
2	500/900①	500/700②	2400	High	2600		
3	700	600	1700	2nd Highest	1850		
4	500/1000①	500/650③	2600	High	2600	① - With A/C, set at 1000/1300. ② - With A/C, set at 1000/1200. ③ - With A/C, set at 650/900. ④ - On Riviera, 15°@600. ⑤ - Set Riviera to 600/650. ⑥ - Transmission in Park. ⑦ - Transmission in Drive. ⑧ - Set Riviera to 16°@1100 in Park.	
5	500/1000②	500/650③	2200	High	2600		
6	750/1200	700/850	1900	High	2000		
7	750	700/800	2000	High	2000		
8	600/800	550/670	2200	High	2000		
9	.....	550/620	.....	High	2200
10	.....	650③	.....	High	2200
11	.....	650③	.....	High	2500
12	.....	550/680	.....	High	2000
13	.....	550/650	.....	High	2200
14	.....	550/650	.....	High	2500
15	.....	550/650	.....	High	2200
16	.....	550/670	.....	High	1850
17	.....	500/600	.....	High	700⑦
18	.....	550/650	.....	High	700⑦
19	550/680	High	2000		① - Eldorado & Seville use R45NSX. ② - Non-adjustable.
20	.....	600	.....	.....	②
21	.....	500	.....	2nd Highest	1450
22	.....	575	.....	2nd Highest	1350
23	.....	400②	.....	.....	②
24	800/1150	750/1150	2500	High	2500	① - With A/C, set at 1000/1300. ② - With A/C, set at 1000/1200. ③ - With A/C, set at 650/900. ④ - With A/C, set at 1000/1250. ⑤ - With A/C, set at 650/850.	
25	800/1150	800/1150	2600	High	2500		
26	500/1000①	500/650③	2600	High	2600		
27	500/1000②	500/650③	2200	High	2600		
28	550/1000④	550/650③	2600	High	2600		
29	500/1000⑤	500/650③	2400	High	2600		
30	750/1200	700/850	1900	High	2250		
31	750	700/800	2000	High	2000		
32	700/800	600/675	1300	High	1750		
33	600/800	560/670	2200	High	2200		
34	.....	600	.....	High	2200
35	.....	550	.....	High	2200
36	.....	600	.....	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); Auto. Trans. in "D" unless otherwise noted.
 ★ - All transmissions in Neutral unless otherwise noted.