1980 Passenger Car Tune-Up

ENGINE	IGNITION TIMING/RPM†		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
CHEVROLET (Cont.)						
267" V8	.....	4°@500⑧	AC R45TS⑦	.045"⑦	Roch M2ME	37
305" V8						
Federal	4°@700	4°@500	AC R45TS	.045"	Roch M4ME	38
Calif.	.....	4°@550	AC R45TS	.045"	Roch E4ME	39
350" V8 VIN L	6°@700	6°@500	AC R45TS	.045"	Roch M4ME	40
350" V8 VIN 8	6°@700	6°@500	AC R45TS	.045"	Roch M4MC	41
350" V8 VIN 6	12°@900	12°@700	AC R45TS	.045"	Roch M4MC	42
CHRYSLER						
104" 4 Cyl.						
Federal	12°@900	12°@900	CH RN12Y	.035"	Holley 5220	43
Calif.	10°@900	10°@900	CH RN12Y	.035"	Holley 5220	44
225" 6 Cyl. 1-Bbl.						
Federal	12°@725	12°@725	CH RBL16Y	.035"	Holley 1945	45
Calif.	.....	12°@725	CH RBL16Y	.035"	Holley 1945	46
225" 6 Cyl. 2-Bbl.	.....	12°@750	CH RBL16Y	.035"	Carter BBD	47
318" V8 2-Bbl.	.....	12°@700	CH RN12Y	.035"	Carter BBD	48
318" V8 4-Bbl.	.....	12°@700	CH RN12Y	.035"	Carter Thermo-Quad	49
360" V8 2-Bbl.	.....	12°@700	CH RN12Y	.035"	Carter BBD	50
360" V8 4-Bbl.	.....	16°@750	CH RN12Y	.035"	Carter Thermo-Quad	51
FORD						
140" 4 Cyl.						
Federal	6°@550	6°@600	MCFT AWSF-42	.034"	Holley 5200	52
Calif.	6°@650	12°@600	MCFT AWSF-42	.034"	Holley 6500	53
140" 4 Cyl. Turbo						
Federal	6°@550	10°@600	MCFT AWSF-32	.034"	Holley 5200	54
Calif.	2°@600	10°@600	MCFT AWSF-32	.034"	Holley 5200	55
200" 6 Cyl.						
Federal	12°@750①	10°@750②	MCFT BSF-82	.050"	Holley 1946	56
Calif.	.....	10°@750	MCFT BSF-82	.050"	Holley 1946-C	57
250" 6 Cyl.	4°@750	10°@750	MCFT BSF-82	.050"	Carter YFA	58
255" V8						
Federal	.....	6°@550	MCFT ASF-42	.050"	MCFT 2150	59
Calif.	.....	6°@500	MCFT ASF-42	.050"	MCFT 2150④	60
302" V8 2-Bbl.						
Federal	.....	6°@500③	MCFT ASF-52	.050"	MCFT 2150⑥	61
Calif.	.....	8°@500⑩	MCFT ASF-52	.050"	MCFT 2150⑦	62
302" V8 E.F.I.	.....	⑪	MCFT ASF-52	.050"	Ford E.F.I.	63
351" V8 2-Bbl.	.....	17°@800⑫	MCFT ASF-52	.050"	MCFT 2150	64
351" V8 E.E.C. III	.....	⑪	MCFT ASF-52	.050"	MCFT 7200VV	65
OLDSMOBILE						
151" 4 Cyl. VIN 5						
Federal	10°@1000	10°@650	AC R43TSX	.060"	Roch 2SE	66
Calif.	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	67
151" 4 Cyl. VIN V						
Federal	12°@1000	12°@650	AC R44TSX	.060"	Roch 2SE	68
Calif.	12°@1000	12°@650	AC R44TSX	.060"	Roch E2SE	69
173" V6						
Federal	2°@750	6°@700	AC R44TS	.045"	Roch 2SE	70
Calif.	6°@750	10°@700	AC R44TS	.045"	Roch E2SE	71
231" V6						
Federal	15°@800	15°@550	AC R45TSX	.060"	Roch M2ME	72
Calif.	15°@800	15°@550	AC R45TSX	.060"	Roch E2ME	73

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	
37	.....	500/600	.....	High	1850	⑥ — Set Impala & Caprice to 6°@500. ⑦ — Impala & Caprice use R46TS at .035".
38	700	500/600	1500	High	1850	
39	.....	550/650	.....	High	2200	
40	700	500/600	1500	High	1850	
41	700	500/600	1300	High	1600	
42	900	700/800	1300	High	1600	
43	900①	900②	1400	High	1700	① — With A/C, set idle at 850/900. ② — With A/C, set idle at 750/900. ③ — Idle speed should drop to 750 RPM when all hoses are reconnected. ④ — Idle speed should drop to 700 RPM when all hoses are reconnected.
44	700/900②	700/900②	1400	High	1700	
45	725	725	1400	2nd Highest	1600	
46	.....	840/900③	.....	2nd Highest	2000	
47	.....	750	.....	2nd Highest	1600	
48	.....	700	.....	2nd Highest	1500	
49	.....	650/900④	.....	2nd Highest	1300	
50	.....	700	.....	2nd Highest	1500	
51	.....	750	.....	2nd Highest	1200	
52	850	750	1800	2nd Highest	2000	① — Without A/C, set to 10°@750. ② — Without A/C, set to 7°@750 in "N". ③ — Without A/C, set to 550/700 in "N". ④ — Some Granada & Monarch use 2700VV. ⑤ — With A.O.T., set to 8°@500. ⑥ — Ford & Mercury use 2700VV. ⑦ — Ford & Mercury use 7200VV. ⑧ — Versailles, Granada & Monarch, set to 550/700. ⑨ — With 2700VV or 7200VV, 2nd Highest. ⑩ — With A.O.T., set to 10°@500. ⑪ — Non-adjustable. ⑫ — Calibration No. 012J-R10, set to 12°@800.
53	850	750	2000	2nd Highest	2000	
54	850	800	1800	2nd Highest	2000	
55	900	800	1800	2nd Highest	2000	
56	700/900	550/700③	1600	2nd Highest	2000	
57	.....	600/700	.....	2nd Highest	2300	
58	700/800	550/700	1700	2nd Highest	1700	
59	.....	550/700	.....	High	1800	
60	.....	500/650	.....	High	2000	
61	.....	500/650⑧	.....	High⑨	2000	
62	.....	525/625	.....	High⑨	2100	
63	.....	550	.....	High	2100	
64	.....	550/650	.....	High	2200	
65	.....	550/640	.....	2nd Highest	1650	
66	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 — With A/C, set at 1000/1250. ⑤ — With A/C, set at 650/850.
67	500/1000②	500/650③	2200	High	2600	
68	550/1000④	550/650⑤	2000	High	2600	
69	500/1000②	500/650⑤	2400	High	2600	
70	750/1200	700/850	1900	High	2250	
71	750	700/800	2000	High	2000	
72	600/800	550/670	2200	High	2000	
73	800	550/620	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); Auto. Trans. in "D" unless otherwise noted.
★ — All transmissions in Neutral unless otherwise noted.