

# 1981 Passenger Car Tune-Up

ENGINE	IGNITION TIMING *		SPARK PLUGS		FUEL SYSTEM	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
<b>AMC</b>						
2.5L (151") 4 Cyl.						
Fed.	10@900	12@700	AC R44TSX	.060"	Roch 2SE	1
Calif.	10@900	10@700①	AC R44TSX	.060"	Roch E2SE	2
4.2L (258") 6 Cyl.	6@650②	6@550③	CH RFN14LY	.035"	Carter BBD	3
<b>CHRYSLER CORP.</b>						
1.7L (105") 4 Cyl.	12@900①	10@900	MP 65PR4	.048"	Holley 6520	4
2.2L (135") 4 Cyl.	10@900	10@900	MP 65PR	.035"	Holley 6520	5
2.6L (156") 4 Cyl.	7@800	7@800	MP 65PR	.041"	Mikuni	6
3.7L (225") 6 Cyl.						
Fed.	.....	12@650	CH RBL16Y	.048"	Holley 1945	7
Calif.	.....	16@750	CH RBL16Y	.048"	Holley 6145	8
5.2L (318") V8 2-Bbl.	.....	16@700	MP 65PR4	.048"	Carter BBD	9
5.2L (318") V8 4-Bbl.	.....	16@700	MP 65PR4	.048"	Carter Thermo-Quad	10
5.2L (318") V8 EFI	.....	12@580	MP 68ER	.048"	Chrysler EFI	11
<b>FORD MOTOR CO.</b>						
1.6L (98") 4 Cyl.	10@800①	10@800	AL AGSP-32	.044"	MCFT 740	12
2.3L (140") 4 Cyl.	6@700	6@700	AL AWSF-42	.034"	Holley 5200 or 6500	13
3.3L (200") 6 Cyl.	8@900	10@900	AL BSF-92	.050"	Holley 1946	14
4.2L (255") V8 2-Bbl.						
Fed.	.....	10@800④	AL ASF-52	.050"	MCFT 2150⑤	15
Calif.	.....	8@800⑤	AL ASF-52	.050"	MCFT 7200VV	16
5.0L (302") V8 2-Bbl.						
Fed.	.....	8@800⑦	AL ASF-52	.050"	MCFT 2150⑥	17
Calif.	.....	8@800	AL ASF-52	.050"	MCFT 7200VV	18
5.0L (302") V8 EFI	.....	⑩	AL ASF-52	.050"	Ford EFI	19
5.8L (351") V8 2-Bbl.						
Fed.	.....	10@600	AL ASF-42	.050"	MCFT 7200VV	20
Calif.	.....	⑩	AL ASF-42	.050"	MCFT 7200VV	21
<b>GENERAL MOTORS</b>						
1.6L (98") 4 Cyl.	18@800	18@700	AC R42TS	.035"	Holley 6510-C	22
2.5L (151") 4 Cyl.	4@1000	4@675	AC R44TSX	.060"	Roch E2SE	23
2.8L (173") V6 2-Bbl.	6@850	10@650	AC R43TS	.045"	Roch E2SE	24
3.8L (229") V6 2-Bbl.	6@600	6@500	AC R45TS	.045"	Roch E2ME	25
3.8L (231") V6 2-Bbl.	15@800	15@500	AC R45TS8	.080"	Roch E2ME	26
3.8L (231") V6 Turbo	.....	15@500	AC R45TS	.040"	Roch E4ME	27
4.1L (252") V6 4-Bbl.	.....	15@550	AC R45TS8	.080"	Roch E4ME	28
4.3L (260") V8 2-Bbl.	.....	18@1100④	AC R46SX	.080"	Roch E2MC	29
4.3L (265") V8 2-Bbl.	.....	12@400	AC R45TSX	.060"	Roch E2ME	30
4.4L (267") V8 2-Bbl.	6@700	6@500	AC R45TS	.045"	Roch E2ME	31
4.9L (301") V8 4-Bbl.	.....	12@400	AC R45TSX	.060"	Roch E4ME	32
4.9L (301") V8 Turbo	.....	6@400	AC R45TSX	.060"	Roch E4ME	33
5.0L (305") V8 4-Bbl.	.....	6@500	AC R45TS	.045"	Roch E4ME	34
5.0L (307") V8 4-Bbl.	.....	15@1100	AC R46SX	.080"	Roch E4MC	35
5.7L (350") V8 4-Bbl.	6@700	6@500	AC R45TS	.045"	Roch E4ME	36
6.0L (368") V8 EFI	.....	10@Idle	AC R45NSX	.060"	GM DFI	37

**SPARK PLUGS:** AC — AC Delco; AL — Autolite; CH — Champion; MP — Mopar.

**CARBURETORS:** MCFT — Motorcraft; Roch — Rochester; DFI — Digital Fuel Injection; EFI — Electronic Fuel Injection.

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No.	HOT IDLE ★		FAST IDLE †			Remarks	
	Man. Trans.	Auto. Trans.	Man. Trans. RPM	Cam Step	Auto. Trans. RPM		
1	500/900②	500/700③	2400	High	2600	① - Set Calif. Eagle to 8°. ② - With A/C, set to 900/1250 RPM. ③ - With A/C, set to 700/950 RPM. ④ - Set Fed. Eagle to 8°, Calif. Eagle to 4°. ⑤ - Set Fed. Eagle to 8°, High Alt. to 15°.	
2	500/900②	500/700③	2400	High	2600		
3	650/750	550/650	1700	2nd	1850		
4	700/900②	700/900③	1400	3rd	1400	① - Set Calif. models to 10°. ② - With A/C, set to 850/900 RPM. ③ - With A/C, set to 750/900 RPM. ④ - Set Calif. models 100 RPM higher. ⑤ - Non-Adjustable.	
5	700/900②	700/900③	1100④	3rd	1500④		
6	800/900	800/900	⑤	.....	⑤		
7	.....	650/875	.....	2nd High	1600		
8	.....	750/900	.....	2nd High	2000		
9	.....	700/850	.....	.....	1400		
10	.....	700/850	.....	.....	1400		
11	.....	580	.....	.....	⑤		
12	900/1700②	750/1300③	2400	2nd	2400		① - Set Calibration No. 1-3N-R0 to 6°. ② - Set Calibration No. 1-3D-R0 to 700/1150 RPM. ③ - Set Calibration No. 1-4C-R0 & R10 to 750/1850 RPM. ④ - On Ford & Mercury with AOT, set to 7°. ⑤ - On Ford & Mercury with AOT, set to 5°, on Thunderbird & XR7 with AOT, set to 12°. ⑥ - Ford & Mercury with AOT use 7200 VV. ⑦ - On Thunderbird & XR7 with AOT, set to 10°. ⑧ - Set Capri & Mustang to 700 RPM. ⑨ - Set Thunderbird & XR7 to 675 RPM. ⑩ - Non-adjustable.
13	850	750	2000	2nd	2300		
14	700/900	600/700	1800	2nd	2000		
15	.....	500/650⑧	.....	Kickdown	1600		
16	.....	500/650⑨	.....	Kickdown	1500		
17	.....	500/650⑧	.....	Kickdown	1600		
18	.....	500/650⑨	.....	Kickdown	1600		
19	.....	550	.....	High	2200		
20	.....	600/700	.....	Kickdown	1500		
21	.....	550/640	.....	2nd High	1650		
22	800/1150①	700/1400	2500	High	2500	① - Set Decal Code AUN to 700/1150 RPM. ② - A/C models controlled by ISC motor, base speed 940 RPM Man. Trans., 640 RPM Auto. Trans. ③ - With A/C, set to 2600 RPM. ④ - Set Decal Code DBD & DBB to 2600 RPM. ⑤ - Minimum speed with ISC plunger fully retracted. ⑥ - Set Cutlass (exc. Wagon) to 20°. ⑦ - Minimum speed with ILC plunger fully retracted. ⑧ - Set in "D". ⑨ - Non-adjustable.	
23	800/1000②	550/675②	2600	High	2600		
24	850/1100	650/850	2400③	High	2400④		
25	600⑤	500⑤	2200	High	2200		
26	450⑤	450⑤	2200	High	1800		
27	.....	800	.....	High	2200		
28	.....	550/690	.....	High	2200		
29	.....	550⑦	.....	Low	700⑥		
30	.....	400⑤	.....	High	2300		
31	.....	500/600	.....	High	2200		
32	.....	400⑤	.....	High	2000		
33	.....	400⑤	.....	High	2400		
34	700/800	500/600	2200	High	2200		
35	.....	550⑦	.....	Low	650⑥		
36	700/800	500/600	2200	High	2200		
37	.....	375⑤	.....	.....	⑤		

\* - All Specifications given are Before Top Dead Center (BTDC); Auto. Trans. in "D" unless otherwise specified.

★ - When idle solenoid is used, lower RPM is with solenoid disconnected, higher RPM is with solenoid connected.

† - All specifications are with transmission in Neutral unless otherwise noted.