

1981 Light Truck Tune-Up

ENGINE	IGNITION TIMING@RPM*		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
CHRYSLER CORP.						
3.7L (225") 6 Cyl.						
Fed.	12@600	16@600	CH RBL16Y	.035"	Holley 1945	1
Calif.	12@800	16@800	CH RBL16Y	.035"	Holley 1945	2
5.2L (318") V8 2-Bbl.	10@650	10@650	CH RN11Y	.035"	Holley 2280	3
5.2L (318") V8 4-Bbl.						
Fed.	8@750	16@650Ⓞ	CH RN11Y	.035"	Carter Thermo-Quad	4
Calif.	12@750	16@750	CH RN11Y	.035"	Carter Thermo-Quad	5
5.9L (360") V8						
Light Duty	12@600Ⓞ	16@750	CH RN12Y	.035"	Carter Thermo-Quad	6
Heavy Duty	4@700Ⓞ	4@700Ⓞ	CH RF-10	.035"	Carter Thermo-Quad	7
FORD						
4.9L (300") 6 Cyl.						
Light Duty	6@800	10@800	AL BSF-42	.044"	Carter YFAⓄ	8
Heavy Duty	10@800	12@800	AL BSF-42	.044"	Carter YFA	9
4.2L (255") V8	4@800	10@800	AL ASF-42	.044"	MCFT 2150	10
5.0L (302") Fed. V8Ⓞ	8@800	8@800	AL ASF-42	.044"	MCFT 2150	11
5.8L (351") M V8	10@800	6@800Ⓞ	AL ASF-42	.044"	MCFT 2150	12
5.8L (351") W V8						
Fed.	10@600Ⓞ	10@600ⓄⓄ	AL ASF-52	.044"	MCFT 2150	13
Calif. Hvy. DutyⓄ	.....	6@800	AL ASF-52	.044"	MCFT 2150	14
6.6L (400") V8	6@800Ⓞ	3@800Ⓞ	AL ASF-52	.044"	MCFT 2150	15
7.5L (460") V8	.....	8@800	AL ASF-42	.044"	Holley 4180-C	16
GENERAL MOTORS						
4.1L (250") 6-Cyl.	10@750	10@650Ⓞ	AC R45TS	.035"	Roch 2SE	17
4.8L (292") 6-Cyl.	8@700	8@700	AC R44T	.035"	Roch 1ME	18
5.0L (305") V8 2-Bbl.	8@700	8@600	AC R45TS	.045"	Roch M2ME	19
5.0L (305") V8 4-Bbl.						
Fed.	4@700Ⓞ	8@650Ⓞ	AC R45TS	.045"	Roch M4ME	20
Calif.	.....	8@650	AC R45TS	.045"	Roch M4ME	21
5.7L (350") V8						
Fed.	8@700Ⓞ	8@600Ⓞ	AC R45TSⓄ	.045"	Roch M4MC	22
Calif.	.....	6@650Ⓞ	AC R45TSⓄ	.045"	Roch M4MC	23
7.4L (454") V8	4@700	4@700	AC R44T	.045"	Roch M4MC	24
JEEP						
2.5L (151") 4-Cyl.	10@900	12@700Ⓞ	AC R44TSX	.060"	Roch 2SEⓄ	25
4.2L (258") 6-Cyl.	8@650Ⓞ	8@550Ⓞ	CH RFN14LY	.035"	Carter BBD	26
5.0L (304") V8	8@600Ⓞ	10@600	CH RN12Y	.035"	MCFT 2150	27
6.0L (360") V8	10@600	10@600	CH RN12Y	.035"	MCFT 2150	28

SPARK PLUGS: AC – AC Delco; AL – Autolite; CH – Champion.

CARBURETORS: MCFT – Motorcraft; Roch – Rochester.

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No.	HOT IDLE ★		FAST IDLE †			Remarks
	Man. Trans.	Auto. Trans.	Man. Trans. RPM	Cam Step	Auto. Trans. RPM	
1	600/800	600/800	1600	2nd High	1800	① - 8° on Nationwide models. ② - 750/800 RPM on Nationwide models. ③ - 1800 RPM on Nationwide models. ④ - Set at 725 RPM on Calif. models. ⑤ - 725/800 RPM on Calif. models. ⑥ - 750/800 RPM on Calif. models. ⑦ - 1700 RPM on Calif. models. ⑧ - 10°@750 on Calif. models.
2	800/800	800/800	1600	2nd High	1800	
3	650/800	650/800	1500	2nd High	1500	
4	650/800②	650/800②	1800	2nd High	1500③	
5	750/800	750/800	1500	2nd High	1600	
6	600/800③	600/800③	1500⑦	2nd High	1700	
7	700/800④	700/800④	1800	2nd High	1500	
8	600/700	550	1400	2nd	1400	① - YFA Feedback on Calif. models. ② - 1350 RPM on Calif. models. ③ - 10° on Hvy. Duty Emissions. ④ - 1750 RPM on Calif. models. ⑤ - 2200 RPM on High Alt. models. ⑥ - 8°@800 RPM on High Alt. models. ⑦ - 6°@800 RPM on Hvy. Duty Emission. ⑧ - Highest step on Hvy. Duty Emission. ⑨ - 1700 RPM on Hvy. Duty Emission. ⑩ - 3° on E250/350 models. ⑪ - 6° on Calif. models. ⑫ - Calif. Lt. Duty 5.0L & 5.8L W use 7200VV Carb. & EEC III.
9	500/700	500/600	1500	2nd	1600	
10	750	575/650	2200	High	2000	
11	700	575/650	2200	High	2000②	
12	650	550/625	2000④	High	2000⑤	
13	575/650	575/650	1700	2nd⑧	2000⑨	
14	.....	525/600	.....	High	1700
15	600	500/600	1750	High	2000	
16	.....	650	.....	High	1600
17	450/750	450/650	2000	High	2200		① - 8° for Decals AAC & ADC. ② - 6° on Vans. ③ - 6° for Decal AAN; 2° for Decal AAS. ④ - 4° on Hvy. Duty Emission. ⑤ - R44T for Hvy. Duty Emission. ⑥ - 8° on Vans.
18	450/700	450/700	2400	High	2400	
19	600/700	500/600	1300	High	1600	
20	700	500/600	1300	High	1600	
21	.....	550/650	.....	High	1800
22	700	500	1300	High	1600	
23	.....	550/650	.....	High	1800
24	700	700	1900	High	1900	
25	500/900	500/700	2400	High	2000	① - 10° on Calif. models. ② - E2SE Feedback carb. for Calif. models. ③ - 4° on Calif. models. ④ - 6° on Calif. models. ⑤ - 10° on High Alt. models.
26	650/750	550/650	1700	2nd	1850	
27	500/600	500/600	1500	2nd	1600	
28	500/600	500/600	1500	2nd	1600	

* - 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.