

1975		Dist. Rotation	Dwell	Pick-Up Coil Gap	Spark Plug Gap	Firing Order	Ign Timing B.T.C. (°) RPM
Make and Model							
FORD (Neg. Grd.) (INCLUDES GRANADA, MAVERICK, MUSTANG II, PINTO, THUNDERBIRD, TORINO) (cont.)							
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	1	---	.034	7	6°@550	
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	1	---	.034	7	10°@550N	
171 Cu. In. V8 Eng. (2 bbl.)	C	1	---	.034	2D	17	
200 Cu. In. 6 Cyl. Eng. (1 bbl.) (M.T.)	C	1	---	.044	5	6°@600	
200 Cu. In. 6 Cyl. Eng. (1 bbl.) (A.T.)	C	1	---	.044	5	6°@500N	
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.044	5	17	
302 Cu. In. V8 Eng. (2 bbl.)	CC	1	---	.044	8C	14°@500N	
351 Cu. In. V8 Eng. Windsor	CC	1	---	.044	13C	14°@500N	
351 Cu. In. V8 Eng. Modified	CC	1	---	.044	13C	14°@500N	
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	---	.044	13C	17	
460 Cu. In. V8 Eng. (4 bbl.)	CC	1	---	.044	8C	14°@550	
JEEP (Neg. Grd.)							
232 Cu. In. 6 Cyl. Eng. (1 bbl.) (M.T.)	C	1	---	.035	5	5°@700	
232 Cu. In. 6 Cyl. Eng. (1 bbl.) (A.T.)	C	1	---	.035	5	5°@600	
258 Cu. In. 6 Cyl. Eng. (3.5-3.5) C-5	C	1	---	.035	5	3°@550	
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.035	5	3°@550	
304 Cu. In. V8 Eng. (2 bbl.)	C	1	---	.035	3A	5°@750	
360 Cu. In. V8 Eng. (2 & 4 bbl.)	C	1	---	.035	3A	2.5°@700	
401 Cu. In. V8 Eng. (4 bbl.)	C	1	---	.035	3A	2.5°@700	
LINCOLN (Neg. Grd.)							
460 Cu. In. V8 Eng. (4 bbl.)	CC	1	---	.044	8C	14°@650	
MERCURY (Neg. Grd.) (INCLUDES COMET, COUGAR, MONARCH, MONTGO)							
200 Cu. In. 6 Cyl. Eng. (1 bbl.) (M.T.)	C	1	---	.044	5	6°@600	
200 Cu. In. 6 Cyl. Eng. (1 bbl.) (A.T.)	C	1	---	.044	5	6°@500N	
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.044	5	17	
302 Cu. In. V8 Eng. (2 bbl.)	CC	1	---	.044	8C	14°@500N	
351 Cu. In. V8 Eng. Windsor	CC	1	---	.044	13C	14°@500N	
351 Cu. In. V8 Eng. Modified	CC	1	---	.044	13C	14°@500N	
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	---	.044	13C	17	
460 Cu. In. V8 Eng. (4 bbl.)	CC	1	---	.044	8C	14°@650	
OLDSMOBILE (Neg. Grd.) (INCLUDES *83, OMEGA, TORONADO)							
231 Cu. In. V6 Eng. (2 bbl.)	C	1	---	.060	10A	12°@550	
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.060	5	10°@600	
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.060	5	10°@600	
250 Cu. In. V8 Eng. (2 bbl.)	CC	1	---	.060	3A	6°@1100	
350 Cu. In. V8 Eng. (2 & 4 bbl.) Omega	C	1	---	.060	3A	12°@600	
350 Cu. In. V8 Eng. (4 bbl.) 170 HF	C	1	---	.060	3A	28°@1100	
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	---	.060	3A	16°@600	
400 Cu. In. V8 Eng. (4 bbl.)	CC	1	---	.060	3A	15°@650	
400 Cu. In. V8 Eng. (4 bbl.)	CC	1	---	.060	3A	16°@600	
455 Cu. In. V8 Eng. (4 bbl.)	CC	1	---	.080	3A	18°@1100	
455 Cu. In. V8 Eng. (4 bbl.) Toronado	CC	1	---	.080	3A	12°@1100	
PLYMOUTH (Neg. Grd.) (INCLUDES CRICKET, DUSTER, VALIANT)							
97.5 Cu. In. 4 Cyl. Eng. (2 bbl.) Canada	C	57	.029	.030	7	10C@850	
172 Cu. In. 4 Cyl. Eng. (2 bbl.) Canada	CC	52	.028	.035	7	3°@850	
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	.008	.035	5	10C@850	
318 Cu. In. V8 Eng. (1 bbl.)	C	1	.008	.035	3A	2°@750	
318 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	2°@10C@750	
318 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	16C@750	
360 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	6°@750	
360 Cu. In. V8 Eng. (4 bbl.)	C	1	.008	.035	3A	6°@750	
360 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	C	1	.008	.035	3A	2°@850	
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	.008	.035	3A	10°@750	
400 Cu. In. V8 Eng. (4 bbl.)	CC	1	.008	.035	3A	8°@750	
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	1	.008	.035	3A	8°@850	
440 Cu. In. V8 Eng. (4 bbl.)	CC	1	.008	.040	3A	8°@750	
440 Cu. In. V8 Eng. (4 bbl.)	CC	1	.008	.040	3A	8°@850	
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	1	.008	.035	3A	10°@750	
PONTIAC (Neg. Grd.) (INCLUDES ASTRE, FIREBIRD, LE MANS, VENTURA)							
140 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	1	---	.060	7	10°@750	
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	---	.060	7	12°@750	
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	---	.060	7	12°@750	
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.060	5	10°@600	
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.060	5	10°@600	
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.060	5	8°@600	
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	---	.060	5	8°@600	

Reference notes on page 2 *Disconnect the line(s) from vacuum control and plug inlet of the line(s) before timing the engine.

1975							*
Make and Model	Dist. Rotation	Dwell	Pick-Up Coil/Cap	Spark Plug Gap	Timing Order	Ign. Timing	
						B.T.C.	@ RPM
PONTIAC (Neg. Grd.) (INCLUDES ASTRE, FIREBIRD, LE MANS, VENTURA) (cont.)							
260 Cu. In. V8 Eng. (2 bbl.)	CC	-	---	.080	3A	1"	@1100
•260 Cu. In. V8 Eng. (2 bbl.)	CC	-	---	.080	3A	1 1/4"	@1100
350 Cu. In. V8 Eng. (2 bbl.) Ventura	C	-	---	.060	3A	12°	@600
350 Cu. In. V8 Eng. (2 bbl.)	CC	-	---	.060	3A	16°	@600
•350 Cu. In. V8 Eng. (2 bbl.)	CC	-	---	.060	3A	12°	@750
350 Cu. In. V8 Orange Eng. (2 bbl.)	C	-	---	.060	3A	6°	@600
350 Cu. In. V8 Eng. (4 bbl.) Ventura	C	-	---	.060	3A	12°	@600
350 Cu. In. V8 Eng. (4 bbl.)	CC	-	---	.060	3A	1"	@650
•350 Cu. In. V8 Eng. (4 bbl.)	CC	-	---	.060	3A	12°	@625
350 Cu. In. V8 Orange Eng. (4 bbl.)	C	-	---	.060	3A	8°	@600
†350 Cu. In. V8 Orange Eng. (4 bbl.)	C	-	---	.060	JA	6°	@600
400 Cu. In. V8 Eng. (2 bbl.)	CC	-	---	.060	3A	15°	@750
•400 Cu. In. V8 Eng. (2 bbl.)	CC	-	---	.060	3A	12°	@710
400 Cu. In. V8 Eng. (4 bbl.)	CC	-	---	.060	3A	7°	@650
•400 Cu. In. V8 Eng. (4 bbl.)	CC	-	---	.060	3A	12°	@600
400 Cu. In. V8 Orange Eng. (4 bbl.)	C	-	---	.060	3A	8°	@600
455 Cu. In. V8 Eng. (4 bbl.)	CC	-	---	.060	3A	15°	@650
•455 Cu. In. V8 Eng. (4 bbl.)	CC	-	---	.060	3A	10°	@700
SCOUT (Neg. Grd.)							
196 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	29°	---	.030	7	100°	@550
304 Cu. In. V8 Eng. (2 bbl.)	C	29°	---	.030	3A	100°	@675
•304 Cu. In. V8 Eng. (2 bbl.)	C	29°	---	.035	3A	100°	@675
345 Cu. In. V8 Eng. (2 bbl.)	C	29°	---	.030	3A	100°	@675
•345 Cu. In. V8 Eng. (2 bbl.)	C	29°	---	.035	3A	5°	@650
1974							*
Make and Model	Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Timing Order	Ign. Timing	
						B.T.C.	@ RPM
AMERICAN MOTORS (Neg. Grd.) (INCLUDES AMX, GREMLIN, HORNET, JAVELIN, MATADOR, RAMBLER)							
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32°	.016	.035	S	5°	@500
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32°	.015	.035	S	3°	@500
304 Cu. In. V8 Eng. (2 bbl.)	C	30°	.016	.035	3A	5°	@500
•304 Cu. In. V8 Eng. (2 bbl.)	C	30°	.016	.035	3A	2 1/2°	@500
369 Cu. In. V8 Eng. (2 bbl.)	C	30°	.016	.035	3A	5°	@500
380 Cu. In. V8 Eng. (4 bbl.)	C	30°	.016	.035	3A	5°	@500
401 Cu. In. V8 Eng. (4 bbl.)	C	30°	.016	.035	3A	4°	@500
BUICK (Neg. Grd.) (INCLUDES APOLLO, SPECIAL)							
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	33°	.019	.035	S	6°	@650
350 Cu. In. V8 Eng. (2 bbl.)	C	30°	.016°	.040	3A	4°	@650
350 Cu. In. V8 Eng. (4 bbl.)	C	30°	.016°	.040	3A	4°	@650
435 Cu. In. V8 Eng. (2 bbl.)	C	30°	.016°	.040	3A	4°	@650
455 Cu. In. V8 Eng. (4 bbl.)	C	30°	.016°	.040	3A	4°	@650
455 Cu. In. V8 Eng. (4 bbl.) Stage I Riviera	C	-	---	.040	3A	4°	@650
455 Cu. In. V8 Eng. (4 bbl.) Stage I LaSabre, Centurion	C	-	---	.040	3A	10°	@650
455 Cu. In. V8 Eng. (4 bbl.) Stage I Century	C	-	---	.040	3A	10°	@650
CADILLAC (Neg. Grd.)							
472 Cu. In. V8 Eng. (4 bbl.)	C	30°	---	.035	126	10°	@600
500 Cu. In. V8 Eng. (4 bbl.)	C	30°	---	.035	126	10°	@600
CHEVROLET (Neg. Grd.) (INCLUDES CAMARO, CHEVILLE, CHEVY NOVA, CORVETTE, MONTECARLO, VEGA)							
140 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	32°	.019	.035	7	12°	@750
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	32°	.019	.035	7	12°	@750
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32°	.019	.035	S	6°	@600
350 Cu. In. V8 Eng. (2 bbl.)	C	30°	.019	.035	3A	8°	@600
350 Cu. In. V8 Eng. (4 bbl.) 165 HP	C	30°	.019°	.035	3A	8°	@600
350 Cu. In. V8 Eng. 185/195 HP	C	30°	.019°	.035	3A	8°	@600
350 Cu. In. V8 Eng. (4 bbl.) 245 HP	C	30°	.019°	.035	3A	8°	@700
350 Cu. In. V8 Eng. (4 bbl.) 250 HP	C	30°	.019°	.035	3A	8°	@700
400 Cu. In. V8 Eng. (2 bbl.)	C	30°	.019°	.035	3A	8°	@600
400 Cu. In. V8 Eng. (4 bbl.)	C	30°	.019°	.035	3A	8°	@600

Reference notes on page 2 *Disconnect the line(s) from vacuum control and plug inlet of the line(s) before timing the engine.