1976

Make and Model	Dist. Rotation	Dwell	Pick-Up Coil Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @ RPM
OLDSMOBILE (Neg. Grd.) (INCLUDES F 85, OMEGA, TORONADO) (cont.)						
250 Cu. In. 6 Cyl. Eng. (1 bbl.) (M.T.)	C	[1]	—	.035	5	6°@850
250 Cu. In. 6 Cyl. Eng. (1 bbl.) (A.T.)	C	[1]	—	.035	5	10°@550
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	—	.035	5	10°@600
260 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	.060[82]	3A	[13]@1100
350 Cu. In. V8 Eng. (2 & 4 bbl.) Omega	C	[1]	—	.060	3A	12°@600
350 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	.060[82]	3A	20°@1100
455 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	.060[82]	3A	[13]@1100
455 Cu. In. V8 Eng. (4 bbl.) Toronado	CC	[1]	—	.060[82]	3A	14°@1100
•455 Cu. In. V8 Eng. (4 bbl.) Toronado	CC	[1]	—	.060[82]	3A	12°@1100
PLYMOUTH (Neg. Grd.) (INCLUDES ARROW, VALIANT, VOLARE)						
97.5 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	52	.020[84]	.030	7	TDC@850[85]
122 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	52	.020[84]	.030	7	3°@850[85]
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	.008	035	5	[17]
318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	.008	.035	3A	2°@750[17]
318 Cu. In. V8 Eng. (w/Air Pump)	C	[1]	.008	.035	3A	2°ATDC@750[17]
•318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	008	035	3A	TDC@750[17]
360 Cu. In. V8 Eng. (2 bbl.)	C	[1]	.008	035	3A	6°@700[17]
360 Cu. In. V8 Eng. (4 bbl.)	C	[1]	.008	.035	3A	6°@850[17]
•360 Cu. In. V8 Eng. (4 bbl.)	C	[1]	.008	035	3A	6°@750[17]
360 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	C	[1]	.008	035	3A	2°@850[17]
400 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	008	035	3A	10°@700[17]
400 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	008	.035	3A	8°@750[17]
400 Cu. In. V8 Eng. (w/Air Pump)	CC	[1]	008	035	3A	6°@750[17]
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	[1]	008	.035	3A	6°@850[17]
440 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	.008	.035	3A	8°@750[17]
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	[1]	.008	.035	3A	[17]
440 Cu. In. V8 Eng. (4 bbl.) Lean Burn	CC	[1]	.008[88]	035	3A	10°@720[17]
PONTIAC (Neg. Grd.) (INCLUDES ASTRE, FIREBIRD, LE MANS, SUNBIRD, VENTURA)						
85 Cu. In. 4 Cyl. Eng. (1 bbl.) Canada	C	[1]	—	.035	7	10°@800
85 Cu. In. 4 Cyl. (w/Air Cond.) Canada	C	[1]	—	.035	7	10°@950
98 Cu. In. 4 Cyl. Eng. (1 bbl.) Canada	C	[1]	—	.035	7	10°@800[50]
98 Cu. In. 4 Cyl. (w/Air Cond.) Canada	C	[1]	—	.035	7	10°@950[50]
140 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	[1]	—	035	7	10°@750[50]
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	[1]	—	.035	7	12°@750[50]
231 Cu. In. V6 Eng. (2 bbl.)	C	[1]	—	060	10A	12°@600
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	—	035	5	10°@550[50]
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	—	.035	5	10°@600
260 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	.060[82]	3A	[13]@1100
305 Cu. In. V8 Orange Eng. (2 bbl.)	CC	[1]	—	.045	3A	8°@600[50]
†305 Cu. In. V8 Orange Eng. (2 bbl.)	CC	[1]	—	.045	3A	6°@600
350 Cu. In. V8 Eng. (2 & 4 bbl.) Ventura	C	[1]	—	.060	3A	12°@600
350 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	.060	3A	16°@550
350 Cu. In. V8 Orange Eng. (2 bbl.)	CC	[1]	—	.045	3A	6°@600
†350 Cu. In. V8 Orange Eng. (2 bbl.)	CC	[1]	—	045	3A	8°@650
350 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	.060	3A	16°@550
350 Cu. In. V8 Orange Eng. (4 bbl.)	CC	[1]	—	045	3A	8°@625
400 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	050	3A	16°@550
†400 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	.060	3A	12°@650
400 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	060	3A	[13]@575
•400 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	.060	3A	16°@575
†400 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	.060	3A	12°@650[17]
400 Cu. In. V8 Orange Eng. (4 bbl.)	CC	[1]	—	045	3A	8°@600
455 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	060	3A	16°@550
†455 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	060	3A	16°@650
•455 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	060	3A	12°@600
SCOUT (Neg. Grd.)						
196 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	29	[71]	035	7	TDC@550
304 Cu. In. V8 Eng. (2 bbl.)	C	29	[71]	.030[17]	3A	TDC@675
345 Cu. In. V8 Eng. (2 bbl.)	C	29	[71]	030[17]	3A	TDC@675
•345 Cu. In. V8 Eng. (2 bbl.)	C	29	[71]	.030[17]	3A	5°@650

Use **Visumatic** . . .
the multi-purpose
business system

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 Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @ RPM
AMERICAN MOTORS (Neg. Grd.) (INCLUDES GREMLIN, HORNET, MATADOR, PACER)						
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	.055[75]	.035	5	5°@500
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	.055[75]	.035	5	3°@500
304 Cu. In. V8 Eng. (2 bbl.)	C	[1]	055[75]	035	3A	5°@500
360 Cu. In. V8 Eng. (2 & 4 bbl.)	C	[1]	.055[75]	035	3A	5°@500
BUICK (Neg. Grd.) (INCLUDES APOLLO, SKYHAWK, SPECIAL)						
231 Cu. In. V6 Eng. (2 bbl.)	C	[1]	—	060	10A	12°@700
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	—	060	5	10°@550
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	—	.060	5	10°@600
260 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	080	3A	18°@1100
•260 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	080	3A	14°@1100
350 Cu. In. V8 Eng. (2 & 4 bbl.)	C	[1]	—	060	3A	12°@600
†350 Cu. In. V8 Eng. (2 & 4 bbl.)	C	[1]	—	060	3A	10°@600
400 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	060	3A	16°@750
•400 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	060	3A	12°@750
455 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	.060	3A	12°@600
†455 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	.060	3A	10°@600
CADILLAC (Neg. Grd.)						
500 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	060	12B	6°@600
500 Cu. In. V8 Eng. (Fuel Inj.)	C	[1]	—	.060	12B	12°@600
CHEVROLET (Neg. Grd.) (INCLUDES CAMARO, CHEVELLE, CHEVY NOVA, CORVETTE, MONTE CARLO, MONZA 2 + 2, VEGA)						
140 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	[1]	—	.060	7	10°@750[76]
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	[1]	—	.060	7	12°@750[50]
250 Cu. In. 6 Cyl. Eng. (1 bbl.) Nova	C	[1]	—	060	5	8°@600
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	—	060	5	10°@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	8°@600
262 Cu. In. V8 Eng. (2 bbl.)	C	[1]	—	.060	3A	8°@600[17]
350 Cu. In. V8 Eng. (2 bbl.)	C	[1]	—	060	3A	6°@600
350 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	060	3A	8°@600[50]
•350 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	060	3A	6°@600[27]
350 Cu. In. V8 Eng. (4 bbl.) Corvette	C	[1]	—	060	3A	6°@600
•350 Cu. In. V8 Eng. (4 bbl.) Corvette	C	[1]	—	.060	3A	6°@600[27]
350 Cu. In. V8 Eng. (4 bbl.) L-28	C	[1]	—	.060	3A	6°@600
•350 Cu. In. V8 Eng. (4 bbl.) L-82	C	[1]	—	060	3A	12°@600
400 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	060	3A	8°@600
454 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	060	3A	16°@600
CHRYSLER (Neg. Grd.) (INCLUDES CORDOBA, IMPERIAL)						
318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	008	035	3A	2°@750
318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	008	035	3A	2°ATDC@750[50]
•318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	008	035	3A	TDC@750
360 Cu. In. V8 Eng. (2 bbl.)	C	[1]	008	035	3A	6°@750[17]
•360 Cu. In. V8 Eng. (4 bbl.)	C	[1]	008	035	3A	6°@750[50]
400 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	008	035	3A	10°@750[17]
•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[50]
DODGE (Neg. Grd.) (INCLUDES CHARGER, COLT, CORONET, DART)						
97.5 Cu. In. 4 Cyl. Eng. (2 bbl.) Canada	C	52	.020[84]	.030	7	TDC@850
122 Cu. In. 4 Cyl. Eng. (2 bbl.) Canada	CC	52	.020[84]	.030	7	3°@850
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	.008	035	5	TDC@750
318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	.008	.035	3A	2°@750
318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	.008	.035	3A	2°ATDC@750[50]
•318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	.008	.035	3A	TDC@750
360 Cu. In. V8 Eng. (2 bbl.)	C	[1]	.008	035	3A	6°@750[17]
•360 Cu. In. V8 Eng. (4 bbl.)	C	[1]	008	.035	3A	6°@750[50]
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[17]
•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[50]
FORD (Neg. Grd.) (INCLUDES GRANADA, MAVERICK, MUSTANG II, PINTO, THUNDERBIRD, TORINO)						
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	[1]	—	.034	7	[13]@550N

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