1976

Make and Model	Dist. Rotation	Dwell	Pick-Up Coil Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @ RPM
BUICK (Neg. Grd.) (INCLUDES SKYHAWK, SKYLARK, SPECIAL) (cont.)						
†350 Cu. In. V8 Eng. (2 & 4 bbl.)	C	1	—	.060	3A	12°@650
455 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.060	3A	12°@600
†455 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.060	3A	12°@650
CADILLAC (Neg. Grd.)						
350 Cu. In. V8 Eng. (Fuel Inj.)	CC	1	—	.080	3A	10°@600
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, CHEVETTE, CHEVY NOVA, CORVETTE, MONTE CARLO, MONZA 2+2, VEGA)						
85 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	1	—	.035	7	10°@800
85 Cu. In. 4 Cyl. Eng. (w/Air Cond.)	C	1	—	.035	7	10°@950
•85 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	1	—	.035	7	10°@850
98 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	1	—	.035	7	10°@800[9]
98 Cu. In. 4 Cyl. Eng. (w/Air Cond.)	C	1	—	.035	7	10°@950[10]
•98 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	1	—	.035	7	10°@850[10]
•98 Cu. In. 4 Cyl. Eng. (w/Air Cond.)	C	1	—	.035	7	10°@950[10]
122 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	1	—	.035	7	12°@1600
140 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	1	—	.035	7	10°@750[10]
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	—	.035	7	10°@600[10]
•140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	—	.035	7	10°@750[10]
‡250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.035	5	6°@600
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.035	5	10°@550[10]
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.035	5	10°@600[10]
262 Cu. In. V8 Eng. (2 bbl.)	C	1	—	.045	3A	8°@600[10]
305 Cu. In. V8 Eng. (2 bbl.)	C	1	—	.045	3A	8°@600[10]
†305 Cu. In. V8 Eng. (2 bbl.)	C	1	—	.045	3A	6°@600
•305 Cu. In. V8 Eng. (2 bbl.)	C	1	—	.045	3A	TDC@600
350 Cu. In. V8 Eng. (2 bbl.) L-65	C	1	—	.045	3A	6°@600
†350 Cu. In. V8 Eng. (2 bbl.) L-65	C	1	—	.045	3A	8°@600
350 Cu. In. V8 Eng. (4 bbl.) LM1, L-48	C	1	—	.045	3A	8°@600
•350 Cu. In. V8 Eng. (4 bbl.) LM1, L-48	C	1	—	.045	3A	6°@600
350 Cu. In. V8 Eng. (4 bbl.) L-82	C	1	—	.045	3A	12°@700
400 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.045	3A	8°@600
454 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.045	3A	12°@550
†454 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.045	3A	8°@550
CHRYSLER (Neg. Grd.) (INCLUDES CORDOBA)						
318 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	2°@750[11]
318 Cu. In. V8 Eng. (w/Air Pump)	C	1	.008	.035	3A	2°ATDC@750[11]
•318 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	TDC@750[11]
360 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	6°@700[11]
360 Cu. In. V8 Eng. (4 bbl.)	C	1	.008	.035	3A	6°@850[11]
•360 Cu. In. V8 Eng. (4 bbl.)	C	1	.008	.035	3A	6°@750[11]
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	.008	.035	3A	10°@700[11]
400 Cu. In. V8 Eng. (4 bbl.)	CC	1	.008	.035	3A	8°@750[11]
400 Cu. In. V8 Eng. (w/Air Pump)	CC	1	.008	.035	3A	6°@750[11]
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	1	.008	.035	3A	6°@850[11]
440 Cu. In. V8 Eng. (4 bbl.)	CC	1	.008	.035	3A	8°@750[11]
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	1	.008	.035	3A	[11]
440 Cu. In. V8 Eng. (4 bbl.) Lean Burn	CC	1	.008[10]	.035	3A	10°@720[11]
DODGE (Neg. Grd.) (INCLUDES ASPEN, CHARGER, COLT, CORONET, DART)						
97.5 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	52	.020[14]	.040	7	TDC@850[10]
122 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	52	.020[14]	.020	7	3°@850[10]
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	.008	.035	5	[11]
318 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	2°@750[11]
318 Cu. In. V8 Eng. (w/Air Pump)	C	1	.008	.035	3A	2°ATDC@750[11]
•318 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	TDC@750[11]
360 Cu. In. V8 Eng. (2 bbl.)	C	1	.008	.035	3A	6°@700[11]
360 Cu. In. V8 Eng. (4 bbl.)	C	1	.008	.035	3A	6°@850[11]
•360 Cu. In. V8 Eng. (4 bbl.)	C	1	.008	.035	3A	6°@750[11]
360 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	C	1	.008	.035	3A	2°@550[11]
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	.008	.035	3A	10°@700[11]
400 Cu. In. V8 Eng. (4 bbl.)	CC	1	.008	.035	3A	8°@750[11]
400 Cu. In. V8 Eng. (w/Air Pump)	CC	1	.008	.035	3A	6°@750[11]
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	1	.008	.035	3A	6°@850[11]
440 Cu. In. V8 Eng. (4 bbl.)	CC	1	.008	.035	3A	8°@750[11]
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	1	.008	.035	3A	[11]
440 Cu. In. V8 Eng. (4 bbl.) Lean Burn	CC	1	.008[10]	.035	3A	10°@720[11]

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

1976

Make and Model	Dist. Rotation	Dwell	Pick-Up Coil Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @ RPM
FORD (Neg. Grd.) (INCLUDES ELITE, GRANADA, MAVERICK, MUSTANG II, PINTO, THUNDERBIRD, TORINO)						
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	1	—	.034	7	6°@550[11]
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	1	—	.034	7	20°@550N
171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	1	—	.034	2D	10°@700[11]
171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	1	—	.034	2D	12°@700
•171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	1	—	.034	2D	8°@650[11]
•171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	1	—	.034	2D	6°@650N[11]
171 Cu. In. V6 Eng. (2 bbl.) Canada	C	1	—	.034	2D	12°@700
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.044	5	[11]
200 Cu. In. 6 Cyl. Eng. Canada (M.T.)	C	1	—	.044	5	4°@660
200 Cu. In. 6 Cyl. Eng. Canada (A.T.)	C	1	—	.044	5	6°@500N
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.044	5	[11]
•250 Cu. In. 6 Cyl. Eng. (1 bbl.) (M.T.)	C	1	—	.044	5	6°@500[11]
•250 Cu. In. 6 Cyl. Eng. (1 bbl.) (A.T.)	C	1	—	.044	5	[11]
250 Cu. In. 6 Cyl. Eng. (1 bbl.) Canada	C	1	—	.044	5	12°@500N
302 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	.044[17]	8C	[11]@500N
351 Cu. In. V8 Eng. Windsor	CC	1	—	.054[17]	13C	[11]@650
•351 Cu. In. V8 Eng. Windsor	CC	1	—	.044	13C	[11]
351 Cu. In. V8 Eng. Windsor Canada	CC	1	—	.044	13C	4°@500N
351 Cu. In. V8 Eng. Modified	CC	1	—	.044	13C	[11]
•351 Cu. In. V8 Eng. Modified	CC	1	—	.044	13C	[11]@650
351 Cu. In. V8 Eng. Modified Canada	CC	1	—	.054[17]	13C	8°@[11]
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	.044	13C	[11]@650N
400 Cu. In. V8 Eng. (2 bbl.) Canada	CC	1	—	.054	13C	10°@650N
460 Cu. In. V8 Eng. (4 bbl.)	CC	1	—	.044	8C	[11]@650
JEEP (Neg. Grd.)						
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.035	5	8°@600[18]
258 Cu. In. 6 Cyl. Eng. CJ-5 & CJ-6	C	1	—	.035	5	8°@550[11]
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.035	5	8°@550
304 Cu. In. V8 Eng. (2 bbl.)	C	1	—	.035	3A	5°@700[11]
•304 Cu. In. V8 Eng. (2 bbl.)	C	1	—	.035	3A	5°@700
360 Cu. In. V8 Eng. (2 bbl.)	C	1	—	.035	3A	8°@700[19]
360 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.035	3A	8°@700[19]
•360 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.035	3A	5°@700
401 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.035	3A	8°@700
•401 Cu. In. V8 Eng. (4 bbl.)	C	1	—	.035	3A	5°@700
LINCOLN (Neg. Grd.)						
460 Cu. In. V8 Eng. (4 bbl.)	CC	1	—	.044	8C	[11]@650
MERCURY (Neg. Grd.) (INCLUDES BOBCAT, CAPRI II, COMET, COUGAR, MONARCH, MONTEGO)						
140 Cu. In. 4 Cyl. Eng. (2 bbl.) Capri II	C	1	—	.034	7	10°@550N
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	1	—	.034	7	6°@550[11]
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	1	—	.034	7	20°@550N
171 Cu. In. V6 Eng. (2 bbl.) Capri II	C	1	—	.034	2D	9°@600N
171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	1	—	.034	2D	10°@700[11]
171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	1	—	.034	2D	12°@700
•171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	1	—	.034	2D	8°@650[11]
•171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	1	—	.034	2D	6°@650[11]
171 Cu. In. V6 Eng. (2 bbl.) Canada	C	1	—	.034	2D	12°@700
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.044	5	[11]
200 Cu. In. 6 Cyl. Eng. Canada (M.T.)	C	1	—	.044	5	4°@600
200 Cu. In. 6 Cyl. Eng. Canada (A.T.)	C	1	—	.044	5	6°@500N
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.044	5	[11]
•250 Cu. In. 6 Cyl. Eng. (1 bbl.) (M.T.)	C	1	—	.044	5	6°@500[11]
•250 Cu. In. 6 Cyl. Eng. (1 bbl.) (A.T.)	C	1	—	.044	5	[11]
250 Cu. In. 6 Cyl. Eng. (1 bbl.) Canada	C	1	—	.044[17]	5	12°@500N
302 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	.044	8C	[11]@500N
351 Cu. In. V8 Eng. Windsor	CC	1	—	.054[17]	13C	[11]@650
•351 Cu. In. V8 Eng. Windsor	CC	1	—	.044	13C	[11]
351 Cu. In. V8 Eng. Windsor Canada	CC	1	—	.044	13C	4°@500N
351 Cu. In. V8 Eng. Modified	CC	1	—	.044	13C	[11]
•351 Cu. In. V8 Eng. Modified	CC	1	—	.044	13C	[11]@650
351 Cu. In. V8 Eng. Modified Canada	CC	1	—	.054[17]	13C	8°@[11]
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	.044	13C	[11]@650N
400 Cu. In. V8 Eng. (2 bbl.) Canada	CC	1	—	.054	13C	10°@650N
460 Cu. In. V8 Eng. (4 bbl.)	CC	1	—	.044	8C	[11]@650
OLDSMOBILE (Neg. Grd.) (INCLUDES F85, OMEGA, TORONADO)						
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	—	.035	7	[11]@750
231 Cu. In. V6 Eng. (2 bbl.)	C	1	—	.060	10A	12°@600

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