

1977		Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @ RPM
Make and Model							
DODGE (Neg. Grd.) (INCLUDES ASPEN, CHARGER, COLT, DIPLOMAT, MONACO, ROYAL MONACO) (cont.)							
360 Cu. In. V8 Eng. (2 bbl.)	C	006°	.035	3A	10°@700		
360 Cu. In. V8 Eng. (4 bbl.)	C	006°	.035	3A	6°@750		
360 Cu. In. V8 (4 bbl.) Lean Burn	C	008°	.035	3A	10°@750		
400 Cu. In. V8 (4 bbl.) Lean Burn	CC	008°	.035	3A	10°@750		
440 Cu. In. V8 (4 bbl.) Lean Burn	CC	008°	.035	3A	12°@750		
440 Cu. In. V8 Eng. (4 bbl.)	CC	008°	.035	3A	8°@750		
FORD (Neg. Grd.) (INCLUDES ELITE, GRANADA, LTD II, MAVERICK, MUSTANG II, PINTO, THUNDERBIRD)							
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	034	7	6°@550			
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	034	7	20°@600			
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	034	7	6°@650			
140 Cu. In. 4 Cyl. Eng. Hi-Alt.	C	034	7	12			
171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	074	20	10°@850			
171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	034	20	12°@700			
171 Cu. In. V6 Eng. (2 bbl.)	C	034	20	6°@750			
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	050	5	11			
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	050	5	11			
302 Cu. In. V8 Eng. (2 bbl.) (TD II)	CC	050	8C	7°@500			
302 Cu. In. V8 Eng. (2 bbl.)	CC	050	8C	10C@650			
351 Cu. In. V8 Eng. Windsor	CC	050	13C	14°@625			
351 Cu. In. V8 Eng. Modified	CC	050	13C	10°@800			
351 Cu. In. V8 Eng. Modified	CC	060	13C	8°@800			
400 Cu. In. V8 Eng. (2 bbl.)	CC	050	13C	10°@600			
440 Cu. In. V8 Eng. (4 bbl.)	CC	050	8C	10°@525			
JEEP (Neg. Grd.)							
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	035	5	8°@500			
232 Cu. In. 6 Cyl. Eng. (1 bbl.) Hi-Alt.	C	035	5	10°@500			
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	035	5	3°@500*			
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	035	5	8°@500*			
258 Cu. In. 6 Cyl. Eng. (1 bbl.) Hi-Alt.	C	035	5	10°@500			
258 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	035	5	6°@500			
304 Cu. In. V8 Eng. (2 bbl.)	C	035	3A	10°@500*			
304 Cu. In. V8 Eng. (2 bbl.)	C	035	3A	5°@500			
360 Cu. In. V8 Eng. (2 & 4 bbl.) (M.T.)	C	035	3A	5°@500			
360 Cu. In. V8 Eng. (2 & 4 bbl.) (A.T.)	C	035	3A	8°@500			
401 Cu. In. V8 Eng. (4 bbl.)	C	025	4A	8°@500			
LINCOLN (Neg. Grd.) (INCLUDES VERSAILLES)							
302 Cu. In. V8 Eng. (2 bbl.)	CC	050	8C	10C@650			
351 Cu. In. V8 Eng. Windsor	CC	050	13C	14°@625			
400 Cu. In. V8 Eng. (2 bbl.)	CC	050	13C	10°@500			
460 Cu. In. V8 Eng. (4 bbl.)	CC	050	8C	10°@525			
MERCURY (Neg. Grd.) (INCLUDES BOACAT, COMET, COUGAR, MONARCH, MONTEGO)							
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	034	7	6°@550			
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	034	7	20°@600			
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	034	7	6°@650			
140 Cu. In. 4 Cyl. Eng. Hi-Alt.	C	034	7	11			
171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	034	20	10°@850			
171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	034	20	12°@700			
171 Cu. In. V6 Eng. (2 bbl.)	C	034	20	6°@750			
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	050	5	11			
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	050	5	11			
302 Cu. In. V8 Eng. (2 bbl.)	CC	050	8C	10C@650			
351 Cu. In. V8 Eng. Windsor	CC	050	13C	14°@625			
351 Cu. In. V8 Eng. Modified	CC	050	13C	10°@800			
351 Cu. In. V8 Eng. Modified	CC	060	13C	8°@800			
400 Cu. In. V8 Eng. (2 bbl.)	CC	050	13C	10°@600			
460 Cu. In. V8 Eng. (4 bbl.)	CC	050	8C	10°@525			
OLDSMOBILE (Neg. Grd.) (INCLUDES OMEGA, TORONADO)							
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	035	7	12			
231 Cu. In. V6 Eng. (2 bbl.)	C	040	10A	12°@600			
260 Cu. In. V8 Eng. (2 bbl.)	CC	060	3A	12°@1100			
305 Cu. In. V8 Eng. (2 bbl.)	C	045	4A	11			
350L Cu. In. V8 Eng. (4 bbl.)	C	045	3A	8°@600			
350L Cu. In. V8 Eng. (4 bbl.)	C	045	3A	6°@500			
350R Cu. In. V8 Eng. (4 bbl.)	CC	060	3A	20°@1100			

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

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1977		Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @ RPM
Make and Model							
OLDSMOBILE (Neg. Grd.) (INCLUDES OMEGA, TORONADO) (cont.)							
403 Cu. In. V8 Eng. (4 bbl.)	CC	060	3A	20°@1100			
403 Cu. In. V8 Eng. (4 bbl.) Toronado	CC	060	3A	20°@1100			
PLYMOUTH (Neg. Grd.) (INCLUDES ARROW, FURY, GRAN FURY, VOLARE)							
975 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	020°	.030	7	5°@550		
975 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	020°	.030	7	11		
975 Cu. In. 4 Cyl. Eng. (2 bbl.) Hi-Alt.	C	020°	.030	7	10°@950		
127 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	020°	.030	7	5°@750		
127 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	020°	.030	7	5°@950		
127 Cu. In. 4 Cyl. Eng. (2 bbl.) Hi-Alt.	C	020°	.030	7	10°@950		
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	006°	.035	5	11		
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	006°	.035	5	3°@750		
225 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	006°	.035	5	12°@750		
225 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	006°	.035	5	4°@750		
318 Cu. In. V8 Eng. (2 bbl.)	C	006°	.035	3A	3°@700		
318 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	C	006°	.035	3A	10°@700		
360 Cu. In. V8 Eng. (2 bbl.)	C	006°	.035	3A	10°@700		
360 Cu. In. V8 Eng. (4 bbl.)	C	006°	.035	3A	6°@750		
360 Cu. In. V8 (4 bbl.) Lean Burn	C	008°	.035	3A	10°@750		
400 Cu. In. V8 (4 bbl.) Lean Burn	CC	008°	.035	3A	10°@750		
440 Cu. In. V8 (4 bbl.) Lean Burn	CC	008°	.035	3A	10°@750		
440 Cu. In. V8 Eng. (4 bbl.)	CC	006°	.035	3A	8°@750		
PONTIAC (Neg. Grd.) (INCLUDES ASTRE, FIREBIRD, LEMANS, SUNBIRD, VENTURA)							
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	035	7	1°@700			
151 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	060	7	14°@1000			
151 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	060	7	1°@650			
231 Cu. In. V6 Eng. (2 bbl.)	C	040	10A	12°@600			
301 Cu. In. V8 Eng. (2 bbl.) (M.T.)	CC	060	3A	16°@750			
301 Cu. In. V8 Eng. (2 bbl.) (A.T.)	CC	060	3A	12°@450			
305 Cu. In. V8 Eng. (2 bbl.)	C	045	3A	8°@500			
350L Cu. In. V8 Eng. (4 bbl.)	C	045	3A	3°@500			
350L Cu. In. V8 Eng. (4 bbl.) Hi-Alt.	C	045	3A	8°@500			
350R Cu. In. V8 Eng. (4 bbl.)	CC	060	3A	16°@575			
350R Cu. In. V8 Eng. (4 bbl.)	CC	060	3A	20°@1100			
350R Cu. In. V8 Eng. (4 bbl.) Hi-Alt.	CC	060	3A	20°@1100			
400 Cu. In. V8 Eng. (2 bbl.)	CC	060	3A	12°@1100			
403 Cu. In. V8 Eng. (4 bbl.)	CC	060	3A	22°@1100			
403 Cu. In. V8 Eng. (4 bbl.)	CC	060	3A	20°@1100			
403 Cu. In. V8 Eng. (4 bbl.) Hi-Alt.	CC	060	3A	20°@1100			
1976							
Make and Model		Dist. Rotation	Dwell	Pick-Up Cont. 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	055°	.035	5	3°@550		
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	055°	.035	5	5°@550		
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	055°	.035	5	8°@700		
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	055°	.035	5	8°@550*		
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	055°	.035	5	3°@550		
258 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	055°	.035	5	8°@700*		
258 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	055°	.035	5	8°@700*		
304 Cu. In. V8 Eng. (2 bbl.)	C	055°	.035	3A	5°@750*		
304 Cu. In. V8 Eng. (2 bbl.)	C	055°	.035	3A	5°@700		
360 Cu. In. V8 Eng. (2 & 4 bbl.)	C	055°	.035	3A	10°@700		
360 Cu. In. V8 Eng. (2 & 4 bbl.)	C	055°	.035	3A	5°@700		
401 Cu. In. V8 Eng. (4 bbl.)	C	055°	.035	3A	10°@700		
401 Cu. In. V8 Eng. (4 bbl.)	C	055°	.035	3A	5°@700		
BUICK (Neg. Grd.) (INCLUDES SKYHAWK, SKYLARK, SPECIAL)							
231 Cu. In. V6 Eng. (2 bbl.)	C	060	10A	12°@600			
260 Cu. In. V8 Eng. (2 bbl.)	CC	060°	3A	18°@1100*			
260 Cu. In. V8 Eng. (2 bbl.)	CC	060°	3A	14°@1100*			
350 Cu. In. V8 Eng. (2 & 4 bbl.)	C	060	3A	12°@600			

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