1973

Make and Model	Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @ RPM
PONTIAC (Neg. Grd.) (INCLUDES ASTRE, FIREBIRD, LE MANS, VENTURA II) (cont.)						
400 Cu. In. V8 Eng. (4 bbl.) Hi-Altitude	CC	30	.019	.040	3A	12°@650
455 Cu. In. V8 Eng. (4 bbl.)	CC	30[3]	.019[3]	.040	3A	12°@650[17]
455 Cu. In. V8 Eng. (4 bbl.) Hi-Altitude	CC	30[3]	.019[3]	.040	3A	12°@650
455 Cu. In. V8 Eng. (4 bbl.) Super Duty	CC	30	.019	040	3A	12°@750[17]
SCOUT (Neg. Grd.)						
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	019	035	5	TDC@700
304 Cu. In. V8 Eng. (2 bbl.)	C	30	.019	.030	3A	TDC@700
345 Cu. In. V8 Eng. (2 bbl.)	C	30	.019	.030	3A	TDC@700

1972

Make and Model	Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing 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	5	5°@500
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	016	035	5	3°@500
304 Cu. In. V8 Eng. (2 bbl.)	C	30	016	.035	3A	5°@500
360 Cu. In. V8 Eng. (2 bbl.)	C	30	016	035	3A	5°@500
360 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	5°@500
BUICK (Neg. Grd.) (INCLUDES SPECIAL)						
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
455 Cu. In. V8 Eng. (4 bbl.)	C	30	016	040	3A	4°@650
455 Cu. In. V8 Eng. (4 bbl.) Stage I	C	30	016	040	3A	10°@650[15]
CADILLAC (Neg. Grd.)						
472 Cu. In. V8 Eng. (4 bbl.)	C	30	____	035	12B	8°@600
500 Cu. In. V8 Eng. (4 bbl.)	C	30	____	035	12B	8°@600
CHEVROLET (Neg. Grd.) (INCLUDES CAMARO, CHEVELLE, CHEVY NOVA, CORVETTE, MONTE CARLO, VEGA)						
140 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	32	019	035	7	6°@700[27]
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	32	019	035	7	8°@700
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	019	035	5	4°@600
307 Cu. In. V8 Eng. (2 bbl.)	C	30	.019	035	3A	8°@600[12]
350 Cu. In. V8 Eng. (2 bbl.)	C	30	019	035	3A	6°@600
350 Cu. In. V8 Eng. (4 bbl.) 175 HP	C	30	019	.035	3A	8°@600[16]
350 Cu. In. V8 Eng. (4 bbl.) 200 HP	C	30	019	.035	3A	8°@600
350 Cu. In. V8 Eng. (4 bbl.) 255 HP	C	30	019	035	3A	8°@700[11]
400 Cu. In. V8 Eng. (2 bbl.)	C	30	019	.035	3A	6°@600[16]
400 Cu. In. V8 Eng. (4 bbl.)	C	30	019	035	3A	8°@600
454 Cu. In. V8 Eng. (4 bbl.)	C	30	019	035	3A	8°@600
CHRYSLER (Neg. Grd.) (INCLUDES IMPERIAL)						
360 Cu. In. V8 Eng. (2 bbl.)	C	32	0165	035	3A	TDC@750
400 Cu. In. V8 Eng. (2 bbl.)	CC	30	0185	035	3A	7.5°@700
•400 Cu. In. V8 Eng. (2 bbl.)	CC	30	0185	035	3A	5°@700
440 Cu. In. V8 Eng. (4 bbl.)	CC	32	.0165	035	3A	2.5°@900[25]
•440 Cu. In. V8 Eng. (4 bbl.)	CC	30	0185	035	3A	5°@700[25]
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	32	0165	035	3A	2.5°@900[25]
•440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	30	0185	035	3A	5°@900[25]
DODGE (Neg. Grd.) (INCLUDES CHALLENGER, CHARGER, COLT, CORONET, DART)						
97.5 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	52	020	.030	7	TDC@700
198 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	44	020	035	5	2.5°@800
•198 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	44	020	035	5	2.5°@700
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	44	020	035	5	TDC@750
•225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	44	020	035	5	2.5°@750
318 Cu. In. V8 Eng. (2 bbl.)	C	32	0165	035	3A	TDC@750
340 Cu. In. V8 Eng. (4 bbl.)	C	1	008[24]	035	3A	2.5°@750[10]
•340 Cu. In. V8 Eng. (4 bbl.)	C	1	008[24]	035	3A	2.5°@750
360 Cu. In. V8 Eng. (2 bbl.)	C	32	0165	035	3A	TDC@750
400 Cu. In. V8 Eng. (2 bbl.)	CC	30	.0185	035	3A	7.5°@700
•400 Cu. In. V8 Eng. (2 bbl.)	CC	30	.0185	.035	3A	5°@700
400 Cu. In. V8 Eng. (4 bbl.)	CC	32	0165	035	3A	10°@750[10]
•400 Cu. In. V8 Eng. (4 bbl.)	CC	30	.0185	.035	3A	5°@750[29]

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

1972

Make and Model	Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @ RPM
DODGE (Neg. Grd.) (INCLUDES CHALLENGER, CHARGER, COLT, CORONET, DART) (cont.)						
440 Cu. In. V8 Eng. (4 bbl.)	CC	32	0165	035	3A	2.5°@900[25]
•440 Cu. In. V8 Eng. (4 bbl.)	CC	30	0185	035	3A	5°@700[25]
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	32	0165	.035	3A	2.5°@900[25]
•440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	30	0185	.035	3A	5°@900[25]
440 Cu. In. V8 Eng. (3/2 bbl.)	CC	1	008[24]	035	3A	2.5°@900
FORD (Neg. Grd.) (INCLUDES BRONCO, MAVERICK, MUSTANG, PINTO, THUNDERBIRD, TORINO)						
98 Cu. In. 4 Cyl. Eng. (1 bbl.)	CC	38	.025	030	14	12°@900
122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	38	025	.034	7	6°@650[31]
170 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	.027	034	5	6°@750
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	027	034	5	6°@550
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	.027	034	5	6°@600
240 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	.027	.034	5	6°@500
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	.027	034	5	6°@600[12]
302 Cu. In. V8 Eng. (2 bbl.) 141 HP	CC	28	017	034	8C	6°@600
302 Cu. In. V8 Eng. (2 bbl.) 143 HP	CC	28	017	034	8C	6°@600
351 Cu. In. V8 Eng. Windsor	CC	28	017	.034	13C	5°@600
351 Cu. In. V8 Eng. (2 bbl.) Clev.	CC	28	017	034	13C	6°@600
351 Cu. In. V8 Eng. (4 bbl.) C.J.	CC	28[2]	017	034	13C	16°@750
351 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	28[2]	020	034	13C	14°@1000[13]
400 Cu. In. V8 Eng. (2 bbl.)	CC	26	017	034	13C	8°@625[13]
429 Cu. In. V8 Eng. (4 bbl.)	CC	28	017	034	8C	10°@600[15]
460 Cu. In. V8 Eng. (4 bbl.)	CC	28	017	034	8C	10°@625[15]
JEEP (Neg. Grd.)						
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	.016	035	5	5°@500
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	016	035	5	3°@500
304 Cu. In. V8 Eng. (2 bbl.)	C	30	016	.035	3A	5°@500
360 Cu. In. V8 Eng. (2 bbl.)	C	30	016	035	3A	5°@500
LINCOLN (Neg. Grd.)						
460 Cu. In. V8 Eng. (4 bbl.)	CC	28	017	034	8C	10°@625[15]
MERCURY (Neg. Grd.) (INCLUDES CAPRI, COMET, COUGAR, MONTEGO)						
98 Cu. In. 4 Cyl. Eng. (1 bbl.)	CC	38	025	030	14	12°@900
122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	38	025	034	7	6°@650[31]
150 Cu. In. V6 Cyl. Eng. (2 bbl.)	C	37	025	034	20	12°@650
170 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	027	034	5	6°@750
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	027	034	5	6°@550
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	027	034	5	6°@600
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37	027	034	5	6°@600
302 Cu. In. V8 Eng. (2 bbl.) 141 HP	CC	28	017	034	8C	6°@600
302 Cu. In. V8 Eng. (2 bbl.) 143 HP	CC	28	017	034	8C	6°@600
351 Cu. In. V8 Eng. (2 bbl.) Clev.	CC	28	017	034	13C	6°@600
351 Cu. In. V8 Eng. (4 bbl.) C.J.	CC	28[2]	017	034	13C	16°@750
400 Cu. In. V8 Eng. (2 bbl.)	CC	26	017	034	13C	8°@625[13]
429 Cu. In. V8 Eng. (4 bbl.)	CC	28	017	034	8C	10°@600
460 Cu. In. V8 Eng. (4 bbl.)	CC	28	017	034	8C	10°@625[15]
OLDSMOBILE (Neg. Grd.) (INCLUDES F85, TORONADO)						
350 Cu. In. V8 Eng. (2 bbl.)	CC	30	___	.040	3A	8°@1100
350 Cu. In. V8 Eng. (4 bbl.)	CC	30	___	040	3A	12°@1100[13]
455 Cu. In. V8 Eng. (4 bbl.) 225 HP	CC	30	___	040	3A	8°@1100
455 Cu. In. V8 Eng. (4 bbl.) 300 HP	CC	30	____	040	3A	10°@850[13]
455 Cu. In. V8 Eng. (4 bbl.) 270 HP	CC	30	____	040	3A	10°@1100
455 Cu. In. V8 Eng. (4 bbl.) 250 HP	CC	30	____	040	3A	8°@1100
PLYMOUTH (Neg. Grd.) (INCLUDES BARRACUDA, CRICKET, SATELLITE, VALIANT)						
91.3 Cu. In. 4 Cyl. Eng.	CC	62	015	025	7	7°@600[26]
198 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	44	020	.035	5	2.5°@800
•198 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	44	020	035	5	2.5°@700
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	44	020	035	5	TDC@750
•225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	44	020	035	5	2.5°@750
318 Cu. In. V8 Eng. (2 bbl.)	C	32	0165	.035	3A	TDC@750
340 Cu. In. V8 Eng. (4 bbl.)	C	1	.008[24]	035	3A	2.5°@750[10]
•340 Cu. In. V8 Eng. (4 bbl.)	C	1	008[24]	035	3A	2.5°@750
360 Cu. In. V8 Eng. (2 bbl.)	C	32	.0165	035	3A	TDC@750
400 Cu. In. V8 Eng. (2 bbl.)	CC	30	.0185	.035	3A	7.5°@700
•400 Cu. In. V8 Eng. (2 bbl.)	CC	30	0185	035	3A	5°@700
400 Cu. In. V8 Eng. (4 bbl.)	CC	32	0165	.035	3A	10°@750[10]

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