

1971	Make and Model	Dist	Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.I.C. G. RPM
PLYMOUTH (Neg. Grd.) (INCLUDES BARRACUDA, CRICKET, SATELLITE, VALIANT) (cont.)								
340 Cu. In. V8 Eng. (4 bbl.)	C	32°	.0165	.035	3A	5°@900		
340 Cu. In. V8 Eng. (3/2 bbl.)	C	32°	.0165	.035	3A	2.5°@1000		
360 Cu. In. V8 Eng. (2 bbl.)	C	32°	.0165	.035	3A	2.5°@700		
383 Cu. In. V8 Eng. (2 bbl.)	CC	30	.0185	.035	3A	2.5°@700 ¹⁰		
383 Cu. In. V8 Eng. (4 bbl.)	CC	30	.0185	.035	3A	2.5°@800 ¹⁰		
426 Cu. In. V8 Eng. (2/4 bbl.)	CC	5	.0165	.035	3A	2.5°@950 ¹⁰		
440 Cu. In. V8 Eng. (4 bbl.)	CC	30	.0185	.035	3A	5°@750		
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf	CC	30	.0185	.035	3A	2.5°@900 ¹⁰		
440 Cu. In. V8 Eng. (3/2 bbl.)	CC	5	.0165	.035	3A	5°@900		
PONTIAC (Neg. Grd.) (INCLUDES FIREBIRD, TEMPEST, VENTURA II)								
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	.019	.035	5	4°@500		
307 Cu. In. V8 Eng. (2 bbl.)	C	30	.019	.035	3A	8°@550 ¹¹		
350 Cu. In. V8 Eng. (2 bbl.)	CC	30	.019	.035	3A	2°@600		
400 Cu. In. V8 Eng. (4 bbl.)	CC	30	.019	.035	3A	8°@600		
400 Cu. In. V8 Eng. (4 bbl.)	CC	30	.019	.035	3A	12°@700		
455 Cu. In. V8 Eng. (2 bbl.)	CC	30	.019	.035	3A	12°@650		
455 Cu. In. V8 Eng. (4 bbl.) 325 HP	CC	30	.019	.035	3A	12°@650		
455 Cu. In. V8 Eng. (4 bbl.) 335 HP	CC	30	.019	.035	3A	12°@700		
SCOUT (Neg. Grd.)								
196 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	70	.019	.028	7	100°@550		
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	.019	.035	5	100°@550		
304 Cu. In. V8 Eng. (2 bbl.)	C	30	.019	.027	3A	100°@550		

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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business system



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