1978

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, CONCORD, GREMLIN, MATADOR, PACER)						
121 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	018[84]	.035	7	12°@800[17]
•121 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	018[84]	.035	7	8°@800
232 Cu. In. 6 Cyl. Eng. (1 bbl.) (M.T.)	C	1	.055[75]	035	5	8°@600
232 Cu. In. 6 Cyl. Eng. (1 bbl.) (A.T.)	C	1	055[76]	035	5	10°@550
•258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	.055[76]	035	5	[17]
258 Cu. In. 6 Cyl. Eng. (1 bbl.) Hi-Alt.	C	1	.055[75]	035	5	10°@550[17]
258 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	1	.055[75]	035	5	[17]@600
304 Cu. In. V8 Eng. (2 bbl.)	C	1	055[75]	035	3A	10°@600
•304 Cu. In. V8 Eng. (2 bbl.)	C	1	.055[75]	.035	3A	5°@700
304 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	C	1	.055[75]	.035	3A	10°@700
360 Cu. In. V8 Eng. (2 bbl.)	C	1	055[75]	.035	3A	10°@600
•360 Cu. In. V8 Eng. (2 bbl.)	C	1	055[75]	.035	3A	10°@650
360 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	C	1	.055[75]	.035	3A	10°@700
BUICK (Neg. Grd.) (INCLUDES CENTURY, LE SABRE, REGAL, SKYLARK)						
196 Cu. In. V6 Eng. (2 bbl.)	C	1	—	.040	10A	15°@600[17]
231-A Cu. In. V6 Eng. (2 bbl.)	C	1	—	040	10A	15°@600[17]
231-G Cu. In. V6 Eng. (2 bbl.)	C	1	—	040	10A	15°@600[17]
231-2 Cu. In. V6 Eng. (2 bbl.)	C	1	—	060	10A	15°@600[17]
231-3 Cu. In. V6 Eng. (4 bbl.)	C	1	—	060	10A	15°@600
301 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	.060	3A	[17]
305 Cu. In. V8 Eng. (2 bbl.)	C	1	—	.045	3A	4°@[17]
305 Cu. In. V8 Eng. (4 bbl.)	C	1	—	[17]	3A	[17]
350L Cu. In. V8 Eng. (4 bbl.)	C	1	—	.045	3A	8°@[17]
350R Cu. In. V8 Eng. (4 bbl.)	CC	1	—	060	3A	20°@[17]
350X Cu. In. V8 Eng. (4 bbl.)	C	1	—	.060	3A	15°@500
403 Cu. In. V8 Eng. (4 bbl.)	CC	1	—	.060	3A	[17]
CADILLAC (Neg. Grd.)						
350 Cu. In. V8 Eng. (Fuel Inj.)	CC	1	—	.060	3A	10°@600
•350 Cu. In. V8 Eng. (Fuel Inj.)	CC	1	—	060	3A	8°@600
425 Cu. In. V8 Eng. (4 bbl.)	C	1	—	060	12B	[17]
425 Cu. In. V8 Eng. (Fuel Inj.)	C	1	—	.060	12B	18°@1600
CHEVROLET (Neg. Grd.) (INCLUDES CAMARO, CAPRICE, CHEVETTE, CORVETTE, MALIBU, MONTE CARLO, MONZA, NOVA, VEGA)						
97.5 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	1	—	.035	7	[17]
151 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	—	060	7	14°[17]
•151 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	—	060	7	12°
196 Cu. In. V6 Eng. (2 bbl.)	C	1	—	060	10A	15°@600
200 Cu. In. V6 Eng. (2 bbl.)	C	1	—	015	10A	8°@600
231 Cu. In. V6 Eng. (2 bbl.)	C	1	—	060	10A	15°@650
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	035	5	10°@600[17]
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.035	5	6°@600
305 Cu. In. V8 Eng. (2 bbl.)	C	1	—	045	3A	17°@500
350L Cu. In. V8 Eng. (4 bbl.)	C	1	—	.045	3A	6°@600
•350L Cu. In. V8 Eng. (4 bbl.)	C	1	—	045	3A	8°@500
350H Cu. In. V8 Eng. (4 bbl.)	C	1	—	045	3A	6°@800
•350H Cu. In. V8 Eng. (4 bbl.)	C	1	—	045	3A	8°@500
350H Cu. In. V8 Eng. (4 bbl.) Hi Perf.	C	1	—	045	3A	12°@600
CHRYSLER (Neg. Grd.) (INCLUDES LA BARON)						
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	.006[78]	035	5	12°@700
•225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	006[78]	035	5	8°@750
225 Cu. In. 6 Cyl. Eng. (1 bbl.) Hi-Alt.	C	1	006[78]	.035	5	8°@750
225 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	1	006[78]	.035	5	12°@750
318 Cu. In. V8 Eng. (2 bbl.)	C	1	006[78]	.035	3A	16°@750[17]
318 Cu. In. V8 Eng. (4 bbl.)	C	1	006[78]	035	3A	16°@750
•318 Cu. In. V8 Eng. (4 bbl.)	C	1	006[78]	035	3A	10°@750
360 Cu. In. V8 Eng. (2 bbl.)	C	1	.006[78]	035	3A	20°@750
360 Cu. In. V8 Eng. (4 bbl.)	C	1	.006[78]	.035	3A	[17]
360 Cu. In. V8 (4 bbl.) Lean Burn	C	1	008[78]	035	3A	16°@750
400 Cu. In. V8 (4 bbl.) Lean Burn	CC	1	008[78]	035	3A	[17]@750
440 Cu. In. V8 (4 bbl.) Lean Burn	CC	1	008[78]	.035	3A	[17]@750
•440 Cu. In. V8 Eng. (4 bbl.)	CC	1	006[78]	.035	3A	8°@750
DODGE (Neg. Grd.) (INCLUDES ASPEN, DIPLOMAT, MAGNUM, MONACO, OMNI)						
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	1	006[78]	040	7	15°@900
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	.006[78]	035	5	12°@700
•225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	006[78]	035	5	8°@750

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

1978

Make and Model	Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @RPM
DODGE (Neg. Grd.) (INCLUDES ASPEN, DIPLOMAT, MAGNUM, MONACO, OMNI) (cont.)						
225 Cu. In. 6 Cyl. Eng. (1 bbl.) Hi-Alt.	C	1	.006[78]	035	5	8°@750
225 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	1	006[78]	035	5	12°@750
318 Cu. In. V8 Eng. (2 bbl.)	C	1	006[78]	.035	3A	16°@750[17]
318 Cu. In. V8 Eng. (4 bbl.)	C	1	006[78]	.035	3A	16°@750
•318 Cu. In. V8 Eng. (4 bbl.)	C	1	006[78]	.035	3A	10°@750
360 Cu. In. V8 Eng. (2 bbl.)	C	1	.006[78]	035	3A	20°@750
360 Cu. In. V8 Eng. (4 bbl.)	C	1	.006[78]	.035	3A	[17]
360 Cu. In. V8 (4 bbl.) Lean Burn	C	1	008[78]	035	3A	16°@750
400 Cu. In. V8 (4 bbl.) Lean Burn	CC	1	008[78]	035	3A	[17]@750
440 Cu. In. V8 (4 bbl.) Lean Burn	CC	1	008[78]	.035	3A	[17]@750
•440 Cu. In. V8 Eng. (4 bbl.)	CC	1	006[78]	.035	3A	8°@750
FORD (Neg. Grd.) (INCLUDES FAIRMONT, FIESTA, GRANADA, MUSTANG II, PINTO, THUNDERBIRD)						
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	1	—	034	7	6°@550
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	1	—	034	7	20°@600N
•140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	1	—	.034	7	6°@650
•140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	1	—	034	7	[17]
140 Cu. In. 4 Cyl. Eng. (2 bbl.) Hi-Alt.	C	1	—	034	7	[17]@550N
171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	1	—	034	2D	10°@850
171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	1	—	034	2D	12°@650D
•171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	1	—	.034	2D	10°@800
•171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	1	—	.034	2D	6°@750D
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	.050	5	10°@750N
•200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	060	5	6°@750N
200 Cu. In. 6 Cyl. Eng. (1 bbl.) Hi-Alt.	C	1	—	050	5	[17]
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	050	5	[17]@750N
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	060	5	6°@750N
302 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	.050	8C	[17]@500N
•302 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	060	8C	[17]@500N
302 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	CC	1	—	050	8C	14°@500N
351W Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	13C	14°@600D
351M Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	13C	[17]
•351M Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	13C	16°@800N
351M Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	CC	1	—	050	13C	12°@700N
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	13C	[17]
•400 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	13C	[17]@800N
400 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	CC	1	—	050	13C	8°@500N
460 Cu. In. V8 Eng. (4 bbl.)	CC	1	—	050	8C	[17]
LINCOLN (Neg. Grd.) (INCLUDES VERSAILLES)						
302 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	8C	20°@[17]50
•302 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	060	8C	[17]
302 Cu. In. V8 Eng. (2 bbl.) Hi Alt.	CC	1	—	050	8C	[17]
400 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	13C	13°@800N
•400 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	13C	16°@800N
400 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	CC	1	—	.050	13C	8°@500N
460 Cu. In. V8 Eng. (4 bbl.)	CC	1	—	050	8C	[17]
MERCURY (Neg. Grd.) (INCLUDES BOBCAT, COUGAR, MONARCH, ZEPHYR)						
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	1	—	034	7	6°@550
140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	1	—	034	7	20°@600N
•140 Cu. In. 4 Cyl. Eng. (2 bbl.) (M.T.)	C	1	—	034	7	6°@650
•140 Cu. In. 4 Cyl. Eng. (2 bbl.) (A.T.)	C	1	—	034	7	[17]
140 Cu. In. 4 Cyl. Eng. (2 bbl.) Hi Alt.	C	1	—	.034	7	[17]@550N
171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	1	—	.034	2D	10°@850
171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	1	—	.034	2D	12°@650D
•171 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	1	—	.034	2D	10°@800
•171 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	1	—	.034	2D	6°@750D
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	050	5	10°@750N
•200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	060	5	6°@750N
200 Cu. In. 6 Cyl. Eng. (1 bbl.) Hi-Alt.	C	1	—	.050	5	[17]
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	050	5	[17]@750N
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	1	—	060	5	6°@750N
302 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	8C	[17]@500N
•302 Cu. In. V8 Eng. (2 bbl.)	CC	1	—	060	8C	[17]@500N
302 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	CC	1	—	.050	8C	14°@500N
351W Cu. In. V8 Eng. (2 bbl.)	CC	1	—	050	13C	14°@600D

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