

1978		Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	Ign. Timing B.T.C. @RPM
Make and Model							
MERCUY (Neg. Grd.) (INCLUDES BOBCAT, COUGAR, MONARCH, ZEPHYR) (cont.)							
351M Cu. In. V8 Eng. (2 bbl.)	CC	---	.050	13C	17		
•351M Cu. In. V8 Eng. (2 bbl.)	CC	---	.050	13C	16°@800N		
351M Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	CC	---	.050	13C	12°@700N		
400 Cu. In. V8 Eng. (2 bbl.)	CC	---	.050	13C	17		
•400 Cu. In. V8 Eng. (2 bbl.)	CC	---	.050	13C	14°@800N		
400 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	CC	---	.050	13C	8°@500N		
460 Cu. In. V8 Eng. (4 bbl.)	CC	---	.050	8C	17		
OLDSMOBILE (Neg. Grd.) (INCLUDES OMEGA, TORCADO)							
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	12°@650		
231 Cu. In. V6 Eng. (2 bbl.)	C	---	.060	10A	15°@17		
•231 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	---	.060	10A	13°@800		
•231 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	---	.060	10A	15°@17		
260 Cu. In. V6 Eng. (2 bbl.)	CC	---	.060	3A	20°@1100		
•260 Cu. In. V8 Eng. (2 bbl.)	CC	---	.060	3A	18°@1100		
305 Cu. In. V8 Eng. (2 & 4 bbl.)	C	---	.045	3A	17		
350L Cu. In. V8 Eng. (4 bbl.)	C	---	.045	3A	8°@650		
350X Cu. In. V8 Eng. (4 bbl.)	C	---	.060	3A	15°@600		
350R Cu. In. V8 Eng. (4 bbl.)	CC	---	.060	3A	20°@1100		
350Ri Cu. In. V8 (Fuel inj.) Diesel	C	---	.060	3A	20°@1100		
403 Cu. In. V8 Eng. (4 bbl.)	CC	---	.060	3A	20°@1100		
•403 Cu. In. V8 Eng. (4 bbl.) Toronado	CC	---	.060	3A	22°@1100		
PLYMOUTH (Neg. Grd.) (INCLUDES FURY, GRAN FURY, HORIZON, VOLARE)							
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	---	.008"	040	7	15°@900	
225 Cu. In. 5 Cyl. Eng. (1 bbl.)	C	---	.008"	035	5	12°@700	
•225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.006"	035	5	8°@750	
225 Cu. In. 6 Cyl. Eng. (1 bbl.) Hi-Alt.	C	---	.006"	035	5	8°@750	
225 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	---	.006"	035	5	12°@750	
318 Cu. In. V8 Eng. (2 bbl.)	C	---	.006"	035	3A	16°@750	
318 Cu. In. V8 Eng. (4 bbl.)	C	---	.006"	035	3A	16°@750	
•318 Cu. In. V8 Eng. (4 bbl.)	C	---	.006"	035	3A	10°@750	
360 Cu. In. V8 Eng. (2 bbl.)	C	---	.006"	035	3A	20°@750	
360 Cu. In. V8 Eng. (4 bbl.)	C	---	.006"	035	3A	17	
360 Cu. In. V8 (4 bbl.) Lean Burn	C	---	.008"	035	3A	16°@750	
400 Cu. In. V8 (4 bbl.) Lean Burn	CC	---	.008"	035	3A	16°@750	
440 Cu. In. V8 (4 bbl.) Lean Burn	CC	---	.004"	035	3A	16°@750	
•440 Cu. In. V8 Eng. (4 bbl.)	CC	---	.006"	035	3A	8°@750	
PONTIAC (Neg. Grd.) (INCLUDES ASTRE, FIREBIRD, LEMANS, PHOENIX, SUNBIRD)							
151 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	---	.060	7			
231 Cu. In. V6 Eng. (2 bbl.)	C	---	.060	10A	15°@17		
•231 Cu. In. V6 Eng. (2 bbl.) (M.T.)	C	---	.060	10A	15°@800		
•231 Cu. In. V6 Eng. (2 bbl.) (A.T.)	C	---	.060	10A	15°@17		
301 Cu. In. V8 Eng. (2 & 4 bbl.)	CC	---	.060	3A	12°@550		
305 Cu. In. V8 Eng. (2 & 4 bbl.)	C	---	.060	3A	17		
350L Cu. In. V8 Eng. (4 bbl.)	C	---	.045	3A	17		
•350L Cu. In. V8 Eng. (4 bbl.)	C	---	.045	3A	8°@600		
350X Cu. In. V8 Eng. (4 bbl.)	C	---	.060	3A	15°@550		
350R Cu. In. V8 Eng. (4 bbl.)	CC	---	.060	3A	20°@1100		
400 Cu. In. V8 Eng. (4 bbl.)	CC	---	.060	3A	16°@575		
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	---	.060	3A	18°@17		
403 Cu. In. V8 Eng. (4 bbl.)	CC	---	.060	3A	20°@1100		

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AMERICAN MOTORS (Neg. Grd.) (INCLUDES AMX, GREMLIN, HORNET, MATADOR, PACER)							
121 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	47	.018"	035	7	17	
232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.055"	035	5	10°@500	
•232 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.055"	035	5	10°@500	
232 Cu. In. 6 Cyl. Eng. Hi-Alt.	C	---	.055"	035	5	10°@500	

5 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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AMERICAN MOTORS (Neg. Grd.) (INCLUDES AMX, GREMLIN, HORNET, MATADOR, PACER) (cont.)							
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.055"	035	5	8°@500	
258 Cu. In. 6 Cyl. Eng. Hi-Alt.	C	---	.055"	035	5	10°@500	
258 Cu. In. 6 Cyl. (1 bbl.) Matador	C	---	.055"	035	5	5°@500	
•258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.055"	035	5	8°@500	
258 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	---	.055"	035	5	8°@500	
•258 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	---	.055"	035	5	8°@500	
304 Cu. In. V8 Eng. (2 bbl.)	C	---	.055"	035	3A	10°@500	
•304 Cu. In. V8 Eng. (2 bbl.)	C	---	.055"	035	3A	5°@500	
360 Cu. In. V8 Eng. (2 bbl.)	C	---	.055"	035	3A	10°@500	
•360 Cu. In. V8 Eng. (2 bbl.)	C	---	.055"	035	3A	5°@500	
BUICK (Neg. Grd.) (INCLUDES SKYLARK, SPECIAL)							
231 Cu. In. V6 Eng. (2 bbl.)	C	---	.040	10A	12°@600		
301 Cu. In. V8 Eng. (2 bbl.)	CC	---	.060	3A	12°@500		
305 Cu. In. V8 Eng. (2 bbl.)	C	---	.045	3A	8°@400		
350 Cu. In. V8 Eng. (2 bbl.)	C	---	.045	3A	12°@600		
350 Cu. In. V8 Eng. (4 bbl.)	C	---	.045	3A	12°@600		
350R Cu. In. V8 Eng. (4 bbl.)	CC	---	.060	3A	20°@1100		
403 Cu. In. V8 Eng. (4 bbl.)	CC	---	.060	3A	20°@1100		
CADILLAC (Neg. Grd.)							
350 Cu. In. V8 Eng. (Fuel inj.)	CC	---	.060	3A	10°@600		
•350 Cu. In. V8 Eng. (Fuel inj.)	CC	---	.060	3A	10°@600		
475 Cu. In. V8 Eng. (4 bbl.)	C	---	.060	12B	18°@1400		
475 Cu. In. V8 Eng. (Fuel inj.)	C	---	.060	12B	18°@1400		
CHEVROLET (Neg. Grd.) (INCLUDES CAMARO, CAPRICE, CHEVETTE, CORVETTE, MALIBU, MONTE CARLO, MONZA, NOVA, VEGA)							
85 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	---	.035	7	12°@600		
98 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	---	.035	7	8°@600		
98 Cu. In. 4 Cyl. Eng. Hi-Alt. Cond.	C	---	.035	7	8°@600		
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	---	.035	7	8°@650		
•140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	---	.035	7	8°@650		
140 Cu. In. 4 Cyl. Eng. Hi-Alt.	C	---	.035	7	2°@700		
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.035	5	5°@475		
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.035	5	6°@425		
250 Cu. In. 6 Cyl. Eng. Hi-Alt.	C	---	.045	5	8°@475		
305 Cu. In. V8 Eng. (2 bbl.)	C	---	.045	3A	8°@500		
305 Cu. In. V8 Eng. (2 bbl.)	C	---	.045	3A	6°@500		
350 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	C	---	.035	3A	8°@500		
350 Cu. In. V8 Eng. (4 bbl.)	C	---	.045	3A	8°@500		
350 Cu. In. V8 Eng. (4 bbl.) Hi-Alt.	C	---	.045	3A	12°@500		
CHRYSLER (Neg. Grd.) (INCLUDES CORDOBA, LA BARRON)							
314 Cu. In. V8 Eng. (2 bbl.)	C	---	.008"	035	3A	8°@700	
•314 Cu. In. V8 Eng. (2 bbl.)	C	---	.008"	035	3A	10°@700	
318 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	C	---	.008"	035	3A	10°@700	
360 Cu. In. V8 Eng. (2 bbl.)	C	---	.008"	035	3A	10°@700	
350 Cu. In. V8 Eng. (1 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	---	.006"	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	
DODGE (Neg. Grd.) (INCLUDES ASPEN, CHARGER, COLT, DIPLOMAT, MONACO, ROYAL MONACO)							
97.5 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	52	.020"	030	7	5°@850	
•97.5 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	52	.020"	030	7	11°@950	
97.5 Cu. In. 4 Cyl. Eng. (2 bbl.) Hi-Alt.	C	52	.020"	030	7	5°@17	
122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	52	.020"	030	7	5°@950	
•122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	52	.020"	030	7	10°@950	
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.006"	035	5	8°@750	
•225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	---	.006"	035	5	12°@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	12°@750	
318 Cu. In. V8 Eng. (2 bbl.)	C	---	.006"	035	3A	10°@700	
318 Cu. In. V8 Eng. (2 bbl.) Hi-Alt.	C	---	.006"	035	3A	17	

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