1974

Make and Model	Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @RPM
CHEVROLET (Neg. Grd.) (INCLUDES CAMARO, CHEVELLE, CHEVY NOVA, CORVETTE, MONTE CARLO, VEGA) (cont.)						
•400 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	.035	3A	8°@600
454 Cu. In. V8 Eng. (4 bbl.)	C	30[1]	.019[1]	.035	3A	10°@600
•454 Cu. In. V8 Eng. (4 bbl.)	C	[1]	—	.035	3A	10°@600
CHRYSLER (Neg. Grd.) (INCLUDES IMPERIAL)						
400 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	.008[68]	.035	3A	5°@900
440 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	.008[68]	.035	3A	10°@750
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	[1]	.008[68]	.035	3A	5°@800
DODGE (Neg. Grd.) (INCLUDES CHALLENGER, CHARGER, COLT, CORONET, DART)						
97.5 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	52	.020	.030	7	3°@850[62]
•97.5 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	52	.020	.030	7	TDC@850
122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	52	020	.030	7	3°@850
198 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	.008[65]	.035	5	2.5°@750
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	.008[68]	035	5	TDC@750
318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	.008[64]	035	3A	TDC@750
360 Cu. In. V8 Eng. (2 bbl.)	C	[1]	.008[65]	.035	3A	5°@750
•360 Cu. In. V8 Eng. (4 bbl.)	C	[1]	.008[68]	.035	3A	5°@750[62]
360 Cu. In. V8 Eng. (4 bbl.) Hi Perf.	C	[1]	.008[68]	.035	3A	5°@850
•360 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	C	[1]	.008[68]	035	3A	5°@850[63]
•360 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	C	[1]	.008[68]	.035	3A	2.5°@850
400 Cu. In. V8 Eng. (2 bbl.) Wagons	CC	[1]	.008[64]	.035	3A	5°@750[27]
400 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	.008[64]	.035	3A	7.5°@750[63]
400 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	.008[68]	035	3A	5°@900
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	[1]	.008[68]	.035	3A	5°@900
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	[1]	.008[68]	035	3A	2.5°@900[65]
440 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	.008[68]	.035	3A	10°@750
440 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	[1]	.008[68]	.035	3A	5°@800
FORD (Neg. Grd.) (INCLUDES MAVERICK, MUSTANG, PINTO, THUNDERBIRD, TORINO)						
122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	38	.025	.034	7	[17]@650
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	38	.027	044	7	6°@750[17]
•140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	38	027	034	7	[17]@750
171 Cu. In. V6 Eng. (2 bbl.)	C	38	024	.034	2D	[17]@650
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	36[1]	.025[1]	034	5	6°@550[17]
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37[1]	027[1]	034[17]	5	6°@600
302 Cu. In. V8 Eng. (2 bbl.)	CC	27	.017	.034	8C	[17]@650
302 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	054[17]	8C	[17]@650
351 Cu. In. V8 Eng. Windsor	CC	27	.017	.034	13C	[17]@600
351 Cu. In. V8 Eng. Windsor	CC	[1]	—	.044	13C	[17]@600
351 Cu. In. V8 Eng. (2 bbl.) Clev.	CC	27	.017	044	13C	14°@650
351 Cu. In. V8 Eng. (2 bbl.) Clev.	CC	[1]	—	054[17]	13C	[17]@650
351 Cu. In. V8 Eng. (4 bbl.) C.J.	CC	27[2]	017[1]	034	13C	[17]@800
400 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	044[17]	13C	[17]@625
460 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	054[17]	8C	[17]@650
460 Cu. In. V8 Eng. (4 bbl.) Police	CC	[1]	—	.054	8C	10°@700
JEEP (Neg. Grd.)						
232 Cu. In. 6 Cyl. (1 bbl.)	C	32	.016	.035	5	5°@500
258 Cu. In. 6 Cyl. (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
401 Cu. In. V8 Eng. J20 Models	C	30	.016	035	3A	2.5°@500
LINCOLN (Neg. Grd.)						
460 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	054[17]	8C	[17]@650
MERCURY (Neg. Grd.) (INCLUDES CAPRI, COMET, COUGAR, MONTEGO)						
122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	39	.025	034	7	5°@750
122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	39	.025	.034	7	10°@750
•122 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	39	025	034	7	8°@750
171 Cu. In. 6 Cyl. Eng. (2 bbl.)	C	38	024	034	2D	12°@650
200 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	36[1]	.025[1]	.034	5	6°@550[17]
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	37[1]	027[1]	034[17]	5	6°@600
302 Cu. In. V8 Eng. (2 bbl.)	CC	27	017	034	8C	[17]@650
302 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	.054[17]	8C	[17]@650
351 Cu. In. V8 Eng. Windsor	CC	27	.017	.034	13C	[17]@600
351 Cu. In. V8 Eng. Windsor	CC	[1]	—	.044	13C	[17]@600

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

1974

Make and Model	Dist. Rotation	Dwell	Contact Gap	Spark Plug Gap	Firing Order	* Ign. Timing B.T.C. @RPM
MERCURY (Neg. Grd.) (INCLUDES CAPRI, COMET, COUGAR, MONTEGO) (cont.)						
351 Cu. In. V8 Eng. (2 bbl.) Clev.	CC	27	.017	044	13C	14°@650
351 Cu. In. V8 Eng. (2 bbl.) Clev.	CC	[1]	—	.054[17]	13C	[17]@650
351 Cu. In. V8 Eng. (4 bbl.) C.J.	CC	27[2]	.017[1]	034	13C	[17]@800
400 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	—	.044[17]	13C	[17]@625
460 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	054[17]	8C	[17]@650
460 Cu. In. V8 Eng. (4 bbl.) Police	CC	[1]	—	054	8C	10°@700
OLDSMOBILE (Neg. Grd.) (INCLUDES F85, OMEGA, TORONADO)						
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	33	019	035	5	8°@600
•250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	33	019	035	5	6°@600
350 Cu. In. V8 Eng. (4 bbl.)	CC	30	016	.040	3A	12°@1100
350 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	.080	3A	12°@1100
•350 Cu. In. V8 Eng. (4 bbl.)	CC	30	016	040	3A	12°@1100
•350 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	080	3A	12°@1100
455 Cu. In. V8 Eng. (4 bbl.)	CC	30	.016	040	3A	8°@1100
455 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	—	080	3A	8°@1100
455 Cu. In. V8 Eng. (4 bbl.) Toronado	CC	30	.016	.040	3A	10°@1100
455 Cu. In. V8 Eng. (4 bbl.) Toronado	CC	[1]	—	.080	3A	10°@1100
455 Cu. In. V8 Eng. Cutlass "Hurst"	CC	[1]	—	080	3A	14°@1100
PLYMOUTH (Neg. Grd.) (INCLUDES BARRACUDA, SATELLITE, VALIANT)						
198 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	.008[65]	.035	5	2.5°@750
225 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	[1]	.008[68]	035	5	TDC@750
318 Cu. In. V8 Eng. (2 bbl.)	C	[1]	008[68]	035	3A	TDC@750
360 Cu. In. V8 Eng. (2 bbl.)	C	[1]	008[65]	035	3A	5°@750
•360 Cu. In. V8 Eng. (4 bbl.)	C	[1]	.008[65]	035	3A	5°@750[62]
360 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	C	[1]	008[68]	.035	3A	5°@850
•360 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	C	[1]	008[68]	035	3A	5°@850[63]
•360 Cu. In. V8 Eng. (4 bbl.) Hi Perf	C	[1]	008[64]	035	3A	2.5°@850
400 Cu. In. V8 Eng. (2 bbl.) Wagons	CC	[1]	.008[65]	035	3A	5°@750[27]
400 Cu. In. V8 Eng. (2 bbl.)	CC	[1]	.008[64]	035	3A	7.5°@750[63]
400 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	008[68]	035	3A	5°@900
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	[1]	.008[68]	035	3A	5°@900
400 Cu. In. V8 Eng. (4 bbl.) Hi-Perf.	CC	[1]	008[68]	035	3A	2.5°@900[65]
440 Cu. In. V8 Eng. (4 bbl.)	CC	[1]	008[68]	.035	3A	10°@750
440 Cu. In. V8 Eng. (4 bbl.) Hi Perf.	CC	[1]	008[68]	035	3A	5°@800
PONTIAC (Neg. Grd.) (INCLUDES ASTRE, FIREBIRD, LEMANS, VENTURA II)						
140 Cu. In. 4 Cyl. Eng. (1 bbl.)	C	32	019	035	7	12°@750[24]
140 Cu. In. 4 Cyl. Eng. (2 bbl.)	C	32	019	035	7	12°@750[24]
250 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	019	035	5	6°@600[24]
350 Cu. In. V8 Eng. (2 bbl.)	CC	30	019	040	3A	12°@650[24]
350 Cu. In. V8 Eng. (2 bbl.) Hi Country	CC	30	019	040	3A	12°@650
•350 Cu. In. V8 Eng. (2 bbl.)	CC	30	019	040	3A	10°@625
350 Cu. In. V8 Eng. (4 bbl.)	CC	30	.019	040	3A	12°@650[24]
•350 Cu. In. V8 Eng. (4 bbl.)	CC	30	.019	040	3A	10°@625
400 Cu. In. V8 Eng. (2 bbl.)	CC	30[1]	.019[1]	040	3A	12°@650
400 Cu. In. V8 Eng. (2 bbl.) Hi Country	CC	30[1]	019[1]	040	3A	12°@650
•400 Cu. In. V8 Eng. (2 bbl.)	CC	30[1]	019[1]	040	3A	10°@625
400 Cu. In. V8 Eng. (4 bbl.)	CC	30	019[1]	040	3A	12°@650
400 Cu. In. V8 Eng. (4 bbl.) Hi-Country	CC	30	019[1]	040	3A	12°@650
•400 Cu. In. V8 Eng. (4 bbl.)	CC	30[1]	019[1]	040	3A	10°@625
455 Cu. In. V8 Eng. (4 bbl.)	CC	30[1]	019[1]	040	3A	12°@650
455 Cu. In. V8 Eng. (4 bbl.) Hi-Country	CC	30[1]	019[1]	040	3A	12°@650
•455 Cu. In. V8 Eng. (4 bbl.)	CC	30[1]	019[1]	040	3A	10°@625
•455 Cu. In. V8 Eng. (4 bbl.) Hi Country	CC	30	019	040	3A	12°@650
455 Cu. In. V8 Eng. (4 bbl.) Super Duty	CC	30	019	040	3A	12°@750[24]
SCOUT (Neg. Grd.)						
258 Cu. In. 6 Cyl. Eng. (1 bbl.)	C	32	016	035	5	TDC@700
304 Cu. In. V8 Eng. (2 bbl.)	C	30	.016	030	3A	TDC@700
345 Cu. In. V8 Eng. (2 bbl.)	C	30	016	040	3A	TDC@700
•345 Cu. In. V8 Eng. (2 bbl.)	C	29	—	030	3A	TDC@800

Use Visumatic . . .
the multi-purpose
business system

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