

TUNE-UP TUNE-UP KITS

Application	Ignition Tune-Up Kits	Application	Ignition Tune-Up Kits
AMERICAN MOTORS		FORD	
1963-74 6 Cyl. All.....	GM 6R	1968-74 6 Cyl. All.....	FO 6A
1963-66 8 Cyl. All.....	GM 8R	1966-67 6 Cyl. All Except Smog Control.....	FO 6
BUICK		6 Cyl. All with Smog Control.....	FO 6A
1968-71 6 Cyl. All.....	GM 6R	1958-65 6 Cyl. All.....	FO 6
1967-74 8 Cyl. All.....	GM 8R	1960-74 8 Cyl. All Single Contacts.....	FO 8
1962-66 9 Cyl. 400, 425 Engine.....	GM 8R	JEEP (AMERICAN MOTORS)	
1958-61 8 Cyl. All.....	GM 8R	1972-74 6 Cyl. All.....	GM 6R
CADILLAC		1970-71 6 Cyl. All w/ Delco Distributor.....	GM 6R
1958-74 8 Cyl. All.....	GM 8R	1968-69 6 Cyl. All w/ Distributor 1110444.....	GM 6R
CAMARO (Chevrolet)		1966-67 6 Cyl. 232 Eng. w/ Delco Distributor.....	GM 6R
1967-74 6 Cyl. All.....	GM 6R	1968-74 8 Cyl. All.....	GM 8R
1968-74 8 Cyl. All Except Performance Engines.....	GM 8R	1966-67 8 Cyl. 327 Eng. w/ Delco Distributor.....	GM 8R
CHEVELLE		LINCOLN	
1964-74 6 Cyl. All.....	GM 6R	1960-73 8 Cyl. All.....	FO 8
1964-74 8 Cyl. All Except Performance Engines.....	GM 8R	1958-59 8 Cyl. All with pivot type breaker plate.....	FO 8
CHEVROLET		MAVERICK	
1963-74 6 Cyl. All.....	GM 6R	1970-74 6 Cyl. All.....	FO 6A
1958-74 8 Cyl. All Except Performance Engines.....	GM 8R	1970-74 8 Cyl. All.....	FO 8
CHEVY II-NOVA		MERCURY	
1962-74 6 Cyl. All.....	GM 6R	1968-74 6 Cyl. All.....	FO 6A
1962-74 8 Cyl. All.....	GM 8R	1958-67 6 Cyl. All.....	FO 6
CHRYSLER		1960-74 8 Cyl. All Single Contacts.....	FO 8
1962-72 8 Cyl. All Single Contacts.....	CH 8	MUSTANG	
COMET		1968-74 6 Cyl. All.....	FO 6A
1968-74 6 Cyl. All.....	FO 6A	1965-67 6 Cyl. All Except Smog Control.....	FO 6
1963-67 6 Cyl. All Except Smog Control.....	FO 6	6 Cyl. All with Smog Control.....	FO 6A
1960-62 6 Cyl. All.....	FO 6	1965-74 8 Cyl. All Single Contacts.....	FO 8
1963-74 8 Cyl. All.....	FO 8	OLDSMOBILE	
CORVAIR		1966-74 6 Cyl. All.....	GM 6R
1962-69 6 Cyl. All.....	GM 6R	1966-74 8 Cyl. All.....	GM 8R
CORVETTE		1964-65 8 Cyl. All Except 334 Engine.....	GM 8R
1966-70 8 Cyl. All Except Performance Engines.....	GM 8R	1961-63 8 Cyl. All F 85.....	GM 8R
1958-65 8 Cyl. All Except 1963 65 with fuel injection.....	GM 8R	1958-8 Cyl. All.....	GM 8R
COUGAR		PLYMOUTH	
1967-74 8 Cyl. All.....	FO 8	1960-72 6 Cyl. All U.S.....	CH 6
DODGE & DART		1966-72 8 Cyl. All Single Contacts.....	CH 8
1962-72 6 Cyl. All.....	CH 6	1960-65 8 Cyl. All U.S. w/ Single Contacts.....	CH 8
1962-72 8 Cyl. All Single Contacts.....	CH 8	PONTIAC	
FALCON		1970-74 6 Cyl. All.....	GM 6R
1968-70 6 Cyl. All.....	FO 6A	1963-69 6 Cyl. Firebird.....	GM 6R
1966-67 6 Cyl. All Except Smog Control.....	FO 6	1958-74 8 Cyl. All Single Contacts.....	GM 8R
6 Cyl. All with Smog Control.....	FO 6A	TEMPEST	
1960-65 6 Cyl. All Except 200 Engine.....	FO 6	1964-74 6 Cyl. All.....	GM 6R
1960-70 8 Cyl. All.....	FO 8	1961-74 8 Cyl. All Single Contacts.....	GM 8R
VALIANT		1962-72 6 Cyl. All U.S.....	CH 6
1966-72 8 Cyl. All Single Contacts.....	CH 8	1964-65 8 Cyl. All U.S. 273 Engine.....	CH 8

TUNE-UP KIT CONTENTS

Kit	Contact Assembly	Condenser	Cap	Rotor
CH 6	CS 851	MO 5	MO 4	MO 3
CH 8	CS 851	MO 5	MO 2	MO 3
FO 6	CS 753	FA 66	FA 69	FA 67
FO 6A	CS 753	FA 82	FA 69	FA 95
FO 8	CS 755	FA 82	FA 79	FA 80
GM 6R	CS 788	RR 176	RR 183	RR 182R
GM 8R	CS 786	RR 175	RR 165	RR 167R

1 *Except for 1974 models with one piece contact-condenser assembly

TUNE-UP SPECIFICATIONS

REFERENCE NOTES

- *Special California engines equipped with Exhaust Emission Control System.
- * Same specifications for Exhaust Emission Control System
- Exempt from Exhaust Emission Control Standards
- † Canada without Catalytic Converter
- ‡ With non-integrated intake manifold

- Electronic Ignition System, No Contacts Used
- Dual Contact 32°-35° each set-equal dwell
- 4 bbl. 8° BTDC @ 4/5
- Dual contact 24°-29° each set-equal dwell
- 27°-32° Each 35°-40° Both w/ Dual Contact
- Auto Trans. 12° BTDC
- Dual diaphragm Dist. .021" gap
- Auto Trans. 14° BTDC @ 500
- Pressure Return Unit 4 1/4" @ 3 1/2 Psi
- Total 30°-33° each set-equal dwell
- Auto Trans. or Hi Perf. 8° BTDC @ 475
- Manual Trans. 10° BTDC
- Manual Trans. 4° BTDC
- Auto, or 4 Speed Trans. 10° @ 500
- Manual Trans. 8° @ 900
- Manual Trans. 2.5° or -2.5°
- See engine compartment decal for variations
- Clearance between sensor and trigger wheel .012-.020 on Breakerless Ignition
- W/ Dist. 3756780 Auto Trans. TDC
- On Late California Eng. Auto Trans. TDC
- Manual Trans. 12° BTDC
- Station Wagons 5° BTDC
- Auto Trans. 6°
- 25° Each 33°-36° Both
- Manual Trans. 10° @ 1100
- Static Timing
- California Manual Trans. 4° BTDC
- Auto Trans. 10° and 5° w/ Dist. 3656347
- Breakerless Ignition MT 2 5° AT 5°
- Manual Trans. 10° or -2.5°
- California Auto Trans. 10° BTDC
- California Torino & Montego 8° BTDC
- W/ Dist. 022F-12127 JA 10° BTDC
- California Cars 6°
- Late 1972 model Thunderbird 14° on single diaphragm Dist.
- With 12" converter Auto Trans. 10°
- Manual Trans. 3° or -1°
- Manual Trans. 4° BTDC 8° on Corvette
- Auto Trans. 5° BTDC
- 26°-28° Each 33° Both
- W/ Dist. 3438440 and 3438442 2.5° or -2.5°
- Engine Code "SO" 5° BTDC
- Auto Trans. 4° BTDC
- Prestolite 39° Delco 33°
- Early prod. Dist. No. DIVF AA is 10° BTDC
- Manual Trans. 3° BTDC
- Manual Trans. 12° @ 1100 and w/ Air Induction 12° @ 850
- Early prod. Dist. No. 1111473 and 1111987 is 5° or -1°
- W/ Dist. No. 1111978 Manual Trans. is 10° @ 1100
- The early prod. Dist. No. 1111938 is timed at TDC. The present prod. Dist. No. 1111964 is timed at 5°
- Manual Trans. 6° BTDC
- Manual Trans. TDC
- Idle stop solenoid inactive
- Manual Trans. 5° @ ATDC
- Auto Trans. TDC @ Idle
- Auto Trans. 10° BTDC
- Manual Trans. 2° ATDC
- W/ Dist. No. 12127-C9ZF-B
- W/ Dist. No. 12127-C9ZF-E
- Manual Trans. 8° BTDC
- California Manual Trans. 5° BTDC
- Station Wagons sold in Calif. w/ 360 Eng. are timed at 2.5° BTDC. All Calif. 360 Eng. after April 1, 1974 are 2.5° BTDC.
- After April 1, 1974 2.5° BTDC
- Models built starting March 1, 1974: 10°
- W/ Dist. 3755508
- Manual Trans. 8° @ 700
- Manual Trans. 10° @ 700
- W/ Dist. 3874298
- California Auto Trans. 8° BTDC
- W/ Dist. 05AE-12127-AA
- Manual Trans. 16° @ 1100
- W/ Dist. 1110655 6° @ 12° 4
- W/ Dist. 1110658 13° @ 14° 5
- Manual Trans. 5° BTDC
- Clearance between sensor and trigger wheel tooth
- Use .050" wire gauge to check for clearance between the top of the sensor base and the bottom of a trigger wheel tooth .050-.060"
- Manual Trans. 16° @ 750
- Manual Trans. 8° @ 700
- Running pick-up coil at 011"
- Manual Trans. 0° TDC
- W/ H46SX plugs .080" gap
- W/ Dist. 1103208 16° @ 1100
- Contact Gap
- 5° ATDC w/ rubber plug installer
- Canada w/ leaded fuel 5° @ 700
- Canada w/ leaded fuel 3° @ 700
- Pick-up coil gap

FIRING ORDER

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|---------------------|---------------------|----------------------|
| 1 — 1,2,7,8,4,5,6,3 | 6 — 1,5,4,8,5,3,7,2 | 10 — 1,6,5,4,3,2 |
| 2 — 1,4,2,5,3,6 | 7 — 1,3,4,2 | 11 — 1,8,7,2,6,5,4,3 |
| 3 — 1,8,4,3,6,5,7,2 | 8 — 1,5,4,2,6,3,7,8 | 12 — 1,5,6,3,4,2,7,8 |
| 4 — 1,8,7,3,6,5,4,2 | 9 — 1,4,5,2,3,6 | 13 — 1,3,7,2,6,5,4,8 |
| 5 — 1,5,3,6,2,4 | | 14 — 1,2,4,3 |

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|---------------------------|--------------------------|
| A Right bank EVEN numbers | C Right bank numbers 1-4 |
| Left bank ODD numbers | Left bank numbers 5-8 |
| B Right bank ODD numbers | D Right bank numbers 1-3 |
| Left bank EVEN numbers | Left bank numbers 4-6 |

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