

1955 - 1957 Corvette: Service News: Setting V-8 Timing at 1,000 Engine RPM Discontinued

Below are revised tune-up procedures for the 1955 - 1957 Corvette equipped with eight cylinder engines. Although the information in this article is incorrect, we will leave it available for historical purposes.

NOTE: The following response is from Corvette Action Center Member JohnZ:

This article is WRONG, and contains instructions to set timing with the vacuum advance CONNECTED. A later supplement corrects the error and makes it clear that '55-'57 V-8 timing is to be set with the vacuum advance DISCONNECTED.

Setting V-8 Timing at 1,000 Engine RPM Discontinued

The practice of setting V-8 engine timing with the vacuum advance disconnected and the engine operating at 1,000 RPM is no longer recommended. A spark setting performed at engine idle is not only adequate but will also simplify service procedure and eliminate confusion caused by the use of two methods of ignition timing. Therefore, ignition timing on all V-8 engines will now be performed with the engine operating at idle speed and the vacuum advance connected on distributors so equipped.

The correct spark setting at engine idle for all V-8 engine applications in model years 1955-57 is provided in the table below.

Many of the distributors listed in the table are not available as service replacement distributors. Therefore, refer to the Parts Catalog for the applicable distributor when replacement is required.

1955-57 V-8 Engine Spark Setting

Engine	Distributor	Spark Setting @ Idle
1955		
All 265 cu. in. (except Corvette)	1110847	4° BTDC
Corvette (265 cu. in.)	1110855	4° BTDC
1956		
Pass. (2 bbl.)	1110847	4° BTDC
3-4-5-6000 Truck	1110866	
W/O Spinner Gov. (265 cu. in.)	1110869	
Truck 7-8000 5-6000 W/Gov. (265 cu. in.)	1112330	4° BTDC
Passenger Single 4 bbl. (265 cu. in.)	1110866 1110869 1110878	4° BTDC
Passenger Dual 4 bbl. (265 cu. in.)	1110872 1110879	8° BTDC (Do not Exceed 12°)
Corvette (265 cu. in.)	1110872 1110879	4° BTDC
Truck (322 cu. in.)	1112331 1112343	4° BTDC

1957		
Pass. (2 bbl.) & 3-4000 Truck (265 & 283 cu. in.)	1110874	4° BTDC
Passenger Single 4 bbl. (283 cu. in.)	1110890	4° BTDC
Passenger Dual 4 bbl. (283 cu. in.)	1110891	12° BTDC (Do not Exceed 14°)
Pass. & Corvette Fuel Injection W/Auto. Trans. (283 cu. in.)	1110889 1110905	12° BTDC (Do not Exceed 14°)
Pass. & Corvette Fuel Injection W/Sync. Trans. (283 cu. in.)	1110889 1110905	4° BTDC (Do not Exceed 8°)
Truck (2 bbl.) 5-6-7-8000 (283 cu. in.)	1112349	4° BTDC
Truck (2 bbl.) (322 cu. in.)	1112331 1112343	4° BTDC
Truck (4 bbl.) (283 cu. in.)	1112350 *1112349	4° BTDC
Truck (4 bbl.) (322 cu. in.)	1112707 *1112343	4° BTDC
Corvette All 4 bbl. (283 cu. in.)	1110891	4° BTDC

NOTE: When either service replacement distributor designated by an asterisk (*) is used, to replace the production distributor, the governor spinner valve must be reset to a no load speed of 4,150-4,200 rpm as these replacement distributors are adjusted for use with a two-barrel carburetor.

When setting the ignition timing on V-8 engines it is essential that the mechanic correctly interpret the graduations of the timing tab attached to the engine front cover. On all engines, the markings on this tab are in two degree increments from the tab "O" marking (fig. 2). All timing tabs used are designed with the greatest number of graduations appearing on the advance ("A") side of the "O" marking. It is on this side of the timing tab "O" marking that all BTDC settings will fall.

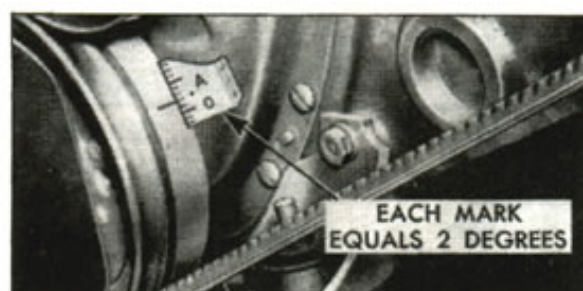


Fig. 2—V-8 Engine Timing Tab

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