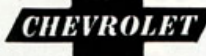



# 1959 Corvette: Service Bulletin Board - Parts Mart Magazine - Tune-Up Specifications

Below is chart showing complete tune-up specifications for 1959 Corvettes with all engine options.



1959 TUNE-UP SPECIFICATIONS



Engine	Compression Pressure (Cranking)	Spark Plugs		Ignition Distributor				Ignition Timing	Tappet Clearance		Fuel Pump Pressure	Engine Idle R.P.M.	Air Cleaner	Fan Belt
		Make and Number	Gap	Cam Angle	Point Gap	Arm Spring Tension	Condenser		Inlet	Exhaust				
235 & 261 HI-THRIFT SIX-CYLINDER	130 Psi (Min.)	AC-44	.035	28°-35°	.019 (New) .016 (Used)	19-23 oz.	.18-.25 MFD	T D C (261) 5° BTDC (235)	Hyd. 1½ Turns	Hyd. 1½ Turns	3½ to 4½ PSI	475 Standard 450 Automatic Trans. (in drive)	See Note 2A	¼" Deflection See Note 3
TURBO-FIRE 283 V-8	140 Psi (Min.)	AC-44	.035	28°-32°	.019 (New) .016 (Used)	Preset	.18-.25 MFD	See Note 1	Hyd. ¾ Turn	Hyd. ¾ Turn	5¼ to 6½ PSI	475 Standard 450 Automatic Trans. (in drive)	See Note 2	¼" Deflection See Note 3
SUPER TURBO-FIRE 283 V-8	150 Psi (Min.)	AC-44	.035	28°-32°	.019 (New) .016 (Used)	Preset	.18-.25 MFD	See Note 1	Hyd. ¾ Turn	Hyd. ¾ Turn	5¼ to 6½ PSI	475 Standard 450 Automatic Trans. (in drive)	See Note 2	¼" Deflection See Note 3
RAMJET FUEL INJECTION V-8	150 Psi (Min.)	AC-44	.035	28°-32°	.019 (New) .016 (Used)	Preset	.18-.25 MFD	See Note 1	Hyd. ¾ Turn	Hyd. ¾ Turn	5¼ to 6½ PSI	600 Standard 500 Automatic Trans. (in drive)	See Note 2	¼" Deflection See Note 3
RAMJET FUEL INJECTION V-8 WITH SPECIAL CAMSHAFT	150 Psi (Min.)	AC-44	.035	28°-32°	.019 (New) .016 (Used)	Preset	.18-.25 MFD	18° BTDC	Mech. .008 Hot—Idling	Mech. .018 Hot—Idling	5¼ to 6½ PSI	700 Standard 600 Automatic Trans. (in drive)	See Note 2	¼" Deflection See Note 3
TURBO-THRUST 348 V-8	150 Psi (Min.)	AC-44N Long Reach	.035	28°-32°	.019 (New) .016 (Used)	Preset	.18-.25 MFD	See Note 1	Hyd. ¾ Turn	Hyd. ¾ Turn	5¼ to 6½ PSI	475 Standard 450 Automatic Trans. (in drive)	See Note 2	13/16" Deflection See Note 3
SUPER TURBO-THRUST 348 V-8	150 Psi (Min.)	AC-44N Long Reach	.035	28°-32°	.019 (New) .016 (Used)	Preset	.18-.25 MFD	See Note 1	Hyd. ¾ Turn	Hyd. ¾ Turn	5¼ to 6½ PSI	475 Standard 450 Automatic Trans. (in drive)	See Note 2	13/16" Deflection See Note 3
TURBO-THRUST AND SUPER TURBO-THRUST 348 V-8 WITH SPECIAL CAMSHAFT	150 Psi (Min.)	AC-44N Long Reach	.035	28°-32°	.019 (New) .016 (Used)	Preset	.18-.25 MFD	12° BTDC	Mech. .012 Normal Hot—Idling	Mech. .018 Hot—Idling	5¼ to 6½ PSI	600 Standard 4-Speed 3-Speed	See Note 2	13/16" Deflection See Note 3

**NOTE 1: IGNITION TIMING**  
4° BTDC  
with spark vacuum line disconnected (cover opening on manifold)

**NOTE 2: AIR CLEANER PAPER ELEMENT**  
Every 15,000 miles or more often in dusty areas, either replace paper air cleaner element or test element on an air cleaner tester.  
When using an air cleaner tester inspect for holes or breaks in the element, as these defects require immediate replacement. If testing indicates that the element restriction is satisfactory at 15,000 miles, the element need not be replaced but should be retested every 5000 miles thereafter.

**NOTE 2A: AIR CLEANER**  
Clean dry type every 2000 miles.  
Oil bath, change oil every 5000 miles.

**NOTE 3: FAN BELT**  
With a 15 lb. push midway between pulleys.

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