



# Tuning Guide ver.1

**INCORRECT IGNITION TIMING CAN CAUSE CATASTROPHIC ENGINE DAMAGE!!** If possible, have your ignition timing tuned by a professional on a steady state dynamometer. Too much timing advance can cause detonation. Detonation at full throttle can sound like pinging. Detonation at part throttle is much more difficult to detect. It can sound like a rattle or like valve train noise. Detonation WILL cause engine damage over time. If any detonation is heard, immediately reduce timing advance. Always leave a margin of safety. Be conservative, protect the engine. Again, get expert help.

Optimizing ignition timing can increase torque and horsepower and also increase efficiency and fuel economy. The Progression Ignition distributor and app gives you a great deal of control over your timing. You can command any timing within the range of 10-50 degrees BTDC at any RPM or load. The distributor will interpolate smoothly between adjacent cells on the table. Here are some tips on tuning the various engine operating conditions. **Every engine is different. These are general tips for most classic American V8 engines.**

## 1. Cranking transition

- a. The distributor always cranks at 10 degrees BTDC up to about 300 RPM. When transitioning to the timing table, the cells shown below are usually the first to be used. Edit these cells for best starting.

101	10	10	14	18	22	26	30	34	38	38	38	38
94	10	18	14	18	22	26	30	34	38	38	38	38
86	10	18	14	18	22	26	30	34	38	38	38	38
79	10	18	15	19	23	27	31	35	39	39	39	39
71	10	18	17	21	25	29	33	37	41	41	41	41
64	23	18	18	22	26	30	34	38	42	42	42	42
57	23	18	20	24	28	32	36	40	44	44	44	44
49	23	18	21	25	29	33	37	41	45	45	45	45
42	23	18	23	27	31	35	39	43	47	47	47	47
34	23	18	24	28	32	36	40	44	48	48	48	48
27	23	18	26	30	34	38	42	46	50	50	50	50
20	23	18	26	30	34	38	42	46	50	50	50	50
»	600	800	1090	1370	1660	1940	2230	2510	2800	3200	3600	4000

## 2. Idle tuning

- a. At idle, it is preferable to NOT produce maximum torque. Maximum torque at idle can be up to 25-30 degrees. Set idle timing between 10-18 degrees. This creates a torque reserve. You can use that reserve by increasing advance to help maintain a smooth idle when engine load increases. Examples of increasing load would be shifting an automatic transmission from Park into Drive or turning on an accessory like air conditioning.
- b. The Generator in the app sets this up for you automatically. If engine load increases, RPM will decrease and the table increases timing to increase torque and compensate for the additional load. See below.

101	10	10	14	17	21	25	29	32	36	36	36	36
94	10	16	14	17	21	25	29	32	36	36	36	36
86	10	16	14					32	36	36	36	36
79	10	16	14					32	36	36	36	36
71	10	16	16					34	38	38	38	38
64	21	16	17					35	39	39	39	39
57	21	16	18					36	40	40	40	40
49	21	16	19	22	26	30	34	37	41	41	41	41
42	21	16	20	23	27	31	35	38	42	42	42	42
34	21	16	22	25	29	33	37	40	44	44	44	44
27	21	16	23	26	30	34	38	41	45	45	45	45
20	21	16	24	27	31	35	39	42	46	46	46	46
»	400	600	940	1290	1630	1970	2310	2660	3000	3830	4670	5500

Tune these values to smooth idle when load varies. As RPM drops, timing should increase.

↑ ↑ Move these breakpoints closer together to make timing increase faster.

3. **Tip-In-** this is the area of the table that is used when increasing throttle to accelerate from a stop. The engine will quickly move through this area. Optimizing timing here can increase torque quickly and provide great throttle response.

- a. You want maximum torque here. Timing can go as high as 25-30 degrees. If MAP keeps increasing, timing must taper back down. See below

101	10	10	14	17	21	25	29	32	36	36	36	36
94	10	16	14	17	21	25	29	32	36	36	36	36
86	10	16	14	17	21	25	29	32	36	36	36	36
79	10	16	14	17	21	25	29	32	36	36	36	36
71	10	16	22	23	25	27	29	32	34	38	38	38
64	21	16	27	30	27	29	32	35	35	39	39	39
57	21	16	26	30	28	29	33	36	40	40	40	40
49	21	16	26	28	26	30	34	37	41	41	41	41
42	21	16	20	23	27	31	35	38	42	42	42	42
34	21	16	22	25	29	33	37	40	44	44	44	44
27	21	16	23	26	30	34	38	41	45	45	45	45
20	21	16	24	27	31	35	39	42	46	46	46	46
»	400	600	940	1290	1630	1970	2310	2660	3000	3830	4670	5500

Tip-In area

**4. Cruise-** Optimizing timing during cruise will maximize fuel economy. Cruise RPM varies widely due to the variety of transmissions and rear end ratios. Timing is generally in the 35-45 degree range, perhaps higher on engines with older cylinder head designs combined with non-overdrive transmissions. See below.

101	10	10	14	17	21	25	29	32	36	36	36	36
94	10	16	14	17	21	25	29	32	36	36	36	36
86	10	16	14	17	21	25	29	32	36	36	36	36
79	10	16	14	17	21	25	29	32	36	36	36	36
71	10	16	16	19	23	27	31	34	38	38	38	38
64	21	16	17	20	24	28	32	35	39	39	39	39
57	21	16	18	21	25	29	33	36	40	40	40	40
49	21	16	19	22	26	30	34	37	41	41	41	41
42	21	16	20	23	27	31	35	38	42	42	42	42
34	21	16	22	25	29	33	37	40	44	44	44	44
27	21	16	23	26	30	34	38	41	45	45	45	45
20	21	16	24	27	31	35	39	42	46	46	46	46
»	400	600	940	1290	1630	1970	2310	2660	3000	3830	4670	5500

Cruise Area

**5. Wide Open Throttle-** Optimize timing for maximum power. Older small block V8's typically see max power at 34-36 degrees at high RPM. Newer cylinder head designs generally see max power around 28-32 degrees at high RPM. Be careful when tuning here as detonation can quickly destroy an engine at WOT. See below.

101	10	10	14	17	21	25	29	32	36	36	36	36
94	10	16	14	17	21	25	29	32	36	36	36	36
86	10	16	14	17	21	25	29	32	36	36	36	36
79	10	16	14	17	21	25	29	32	36	36	36	36
71	10	16	16	19	23	27	31	34	38	38	38	38
64	21	16	17	20	24	28	32	35	39	39	39	39
57	21	16	18	21	25	29	33	36	40	40	40	40
49	21	16	19	22	26	30	34	37	41	41	41	41
42	21	16	20	23	27	31	35	38	42	42	42	42
34	21	16	22	25	29	33	37	40	44	44	44	44
27	21	16	23	26	30	34	38	41	45	45	45	45
20	21	16	24	27	31	35	39	42	46	46	46	46
»	400	600	940	1290	1630	1970	2310	2660	3000	3830	4670	5500

Wide Open Throttle Area

**6. High RPM/Low load-** This area of the table is not used much unless the driver is purposely holding the car in a low gear at high RPM with light throttle. Timing should be very high around 40-50 degrees. Retarding timing here will excessively heat exhaust components.

101	10	10	14	17	21	25	29	32	36	36	36	36
94	10	16	14	17	21	25	29	32	36	36	36	36
86	10	16	14	17	21	25	29	32	36	36	36	36
79	10	16	14	17	21	25	29	32	36	36	36	36
71	10	16	16	19	23	27	31	34	38	38	38	38
64	21	16	17	20	24	28	32	35	39	39	39	39
57	21	16	18	21	25	29	33	36	40	40	40	40
49	21	16	19	22	26	30	34	37	41	41	41	41
42	21	16	20	23	27	31	35	38	42	42	42	42
34	21	16	22	25	29	33	37	40	44	44	44	44
27	21	16	23	26	30	34	38	41	45	45	45	45
20	21	16	24	27	31	35	39	42	46	46	46	46
»	400	600	940	1290	1630	1970	2310	2660	3000	3830	4670	5500

High RPM/ Low Load Area

**7. Deceleration-** This is when your foot is completely off the throttle. MAP is at its lowest (highest vacuum). Tuning this area with a manual transmission can alter the engine braking feel. Timing is generally between 35-50 degrees. A popping sound in the exhaust can indicate too much timing advance here. See below.

101	10	10	14	17	21	25	29	32	36	36	36	36
94	10	16	14	17	21	25	29	32	36	36	36	36
86	10	16	14	17	21	25	29	32	36	36	36	36
79	10	16	14	17	21	25	29	32	36	36	36	36
71	10	16	16	19	23	27	31	34	38	38	38	38
64	21	16	17	20	24	28	32	35	39	39	39	39
57	21	16	18	21	25	29	33	36	40	40	40	40
49	21				26	30	34	37	41	41	41	41
42	21				27	31	35	38	42	42	42	42
34	21				29	33	37	40	44	44	44	44
27	21	16	23	26	30	34	38	41	45	45	45	45
20	21	16	24	27	31	35	39	42	46	46	46	46
»	400	600	940	1290	1630	1970	2310	2660	3000	3830	4670	5500

Deceleration Area

