

## Timing Recommendations

The recommendations in this chart for non-ported and street-ported engines are based on the conventional method of setting the timing - at idle, with the vacuum advance disconnected. The recommenda-

tions for bridge ported and peripheral ported engines (shaded values) are maximum advance settings, usually measured by revving the engine to 6,000 RPM. This is essential in race engines, since timing is

critical to life and performance. No vacuum advance is used in racing, and it is common to eliminate the centrifugal advance to avoid an area for failure.

	1971-73 12A	1974-75 12A	1976 12A	1977-83 12A	1984-85 12A	1974-75 13B	1976-78 13B	1984-85 13B GSL-SE	1986-92 Non-turbo
<b>Stock Porting &amp; Intake System</b>	L 3° BTC T 5° ATC	L 0° T 5° ATC	L 2° BTC T 15° ATC	L 2° BTC T 19° ATC	Stock Stock	L 0° T 10° ATC	Stock Stock	L 2.5° BTC T 12.5° ATC (w/fuel inject.)	Stock Stock
<b>Stock Porting Dell'orto, Holley, or Weber</b>	L 8° BTC T 0°	L 2° BTC T 4° ATC	L 2° BTC T 15° ATC	L 2° BTC T 19° ATC	Stock Stock	L 0° T 8° ATC	L 3° BTC T 13° ATC	Stock Stock w/ Dell'orto carb	NA
<b>Street Porting &amp; Dell'orto, Holley, or Weber</b>	L 8° BTC T 2° ATC	L 2° BTC T 6° ATC	L 8° BTC T 12° ATC	L 8° BTC T 12° ATC	L 3° BTC T 17° ATC	L 0° T 10° ATC	L 0° BTC T 10° ATC	L 6° BTC T 6° ATC w/ Weber carb	NA
<b>Bridge Porting (open exhaust)</b>	35° 15°	20° 15°	24° 5°	24° 5°	24° 5°	20° 13°	20° 13°	20° 13°	20° 13°
<b>Peripheral Porting (open exhaust)</b>	35° 15°	20° 15°	24° 5°	24° 5°	24° 5°	20° 10°	20° 10°	20° 10°	20° 10°
		<b>See Note 1</b>					<b>See Note 1</b>	<b>See Note 1</b>	<b>See Note 1</b>

Shaded values indicate degrees BTC measured at 6,000 rpm.

**BTC** = Degrees Before Top Center (before 0°)

**ATC** = Degrees After Top Center (after 0°)

**L** = Leading Spark Plug

**T** = Trailing Spark Plug

When attempting to set the ignition timing to a position other than the stock factory setting, you must first identify the marks on the pulley. This can usually be accomplished

by reading the ignition timing decal located on the underside of the hood. Once you know what each mark means in degrees, you can use a pair of dividers to mark your own settings on the pulley, referenced to the original marks.

**Note 1**

The Mazda Factory recommends 20° BTC leading and 20° trailing.

**Turbo/Supercharged Applications**

When turbocharging or supercharging a 2-rotor engine capable of 300+ horsepower, we recommend both Leading and Trailing timing be set at 10 to 12 degrees total advance, at 6000 rpm, regardless of the porting configuration.