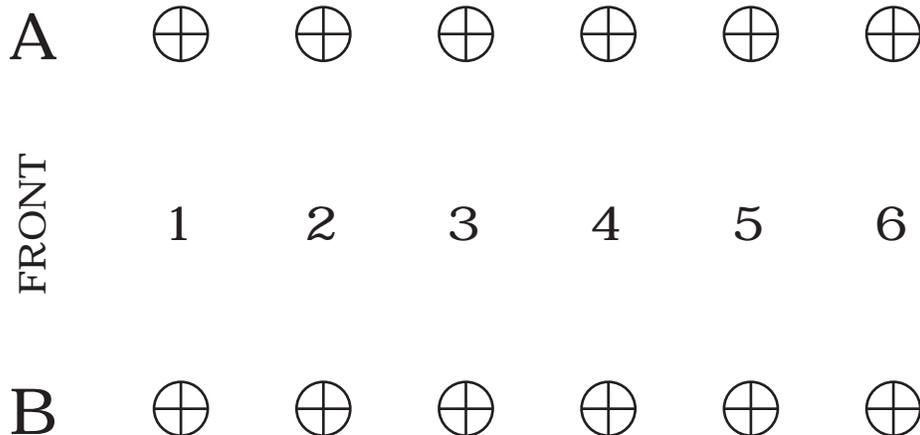


Firing order: 1A-6B-5A-2B-3A-4B-6A-1B-2A-5B-4A-3B

1A on the distributor cap is at approx 11 o'clock if 12 o'clock is at the front of the engine.

Rotor rotation is anti-clockwise viewed from above.



V-12 spark plug caddy  
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#### Notes:

Cut the above template out and paste it to an appropriate piece of wood (I used spray adhesive). Allow adhesive to dry, then lightly centrepunch each of the hole marks. Drill out with a 9/32" drill bit (which is slightly larger than a spark plug nipple), then slightly countersink the holes.

Now, when doing a spark plug change, as you properly check & gap each NEW plug, insert the nipple into a hole. This ensures that all your plugs are gapped properly.

As you remove each plug from the engine, swap it with the plug you are replacing it with (as identified by the specific cylinder). This will allow you to keep the plugs in proper order for post-tuneup diagnosis of cylinder conditions.

Note that the firing order is provided, as well as a reminder of the rotation of the distributor and of the location of 1A on the distributor cap.