TUNE-UP SPECIFICATIONS

Passenger Cars 1927 to 1934

ADV – ADVANCED AU – AUTOMATIC RET – RETARD

CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING: Intake Valve Opens Before or After T. C. — No. of Degrees	VALVE TIMING: Intake Valve Opens Before or After T. C. — No. of Flywheel Teeth	VALVE TIMING: Inlet Tappet Gap (Ins.)	OPERATING TAPPET CLEARANCE: Inlet (Ins.)	OPERATING TAPPET CLEARANCE: Exhaust (Ins.)	Piston and Rod Assembly Removed From	IGNITION: Spark Plug Gap (Ins.)	IGNITION: Breaker Point Gap (Ins.)	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): Spark Occurs °TC	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): No. Flywheel Teeth Spark Occurs—TC	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): Breaker Housing	Capacity Crankcase (Qts.)	Capacity Cooling System (Qts.)	Compression Pressures, at Cranking Speed
Chevrolet Std.....1934	6-3½x3½	4B	13½B	.010	.006 H	.013 H	A	.032	.018	10B	3½2B	Au	4½	10	85
Chevrolet Master.....1935	6-3½x4	4B	13½B	.006	.006 H	.013 H	A	.032	.021	5B	2B	Adv	5	11	....
Chevrolet Std.....1935	6-3½x4	4B	13½B	.006	.006 H	.013 H	A	.032	.021	5B	2B	Adv	5	10	....
Chrysler 52.....1928	4-3½x4¾	.010"A	13½A	.008	.004 H	.006 H	B	.028	.018	.063"B	4B	Adv	4	14	70.0
Chrysler 62.....1928	6-3x4¼	.014"A	2A	.008	.004 H	.006 H	B	.028	.020	.030"B	2½B	Adv	6	14	76.0
Chrysler 72.....1928	8-3¼x5	.017"A	2A	.008	.004 H	.006 H	A	.028	.020	.067"B	4B	Adv	6	15	78.0
Chry. Imp. 80...1928-29-30	6-3½x5	6A	2A	.008	.006 H	.008 H	A	.025	.022	.035"B	3½B	Adv	8	19	99.0
Chrysler 65.....1929	6-3½x4¼	.014"A	2A	.011	.004 H	.006 H	A	.025	.018	.020"B	2B	Adv	6	13	80.0
Chrysler 75.....1929	6-3¼x5	6A	2A	.008	.004 H	.006 H	A	.025	.022	.067"B	4B	Adv	6	15	76.0
Chrysler 66.....1930-31	6-3½x4¾	2A	2A	.011	.005 H	.007 H	A	.030	.020	.020"B	2½B	Adv	6	14	76.0
Chrysler 70.....1930-31	6-3½x5	2A	2A	.011	.005 H	.007 H	A	.030	.022	.035"B	3½B	Adv	6	21	73.5
Chrysler Six.....1930-31	6-3½x4¼	6A	2A	.011	.005 H	.007 H	A	.027	.022	8½B	3B	Adv	6	16	....
Chrysler 77.....1930	6-3½x5	6A	2A	.011	.005 H	.007 H	A	.030	.022	.068"B	4B	Adv	6	21	76.0
Chrysler Eight.....1931	8-3x4¼	6A	2A	.011	.005 H	.007 H	A	.022	.020	.018"B	3B	Adv	6	16	84.0
Chrysler Imp. 8.....1931	8-3½x5	6A	2A	.008	.005 H	.007 H	A	.022	.020	.047"B	3½B	Adv	8½	26	76.0
Chrysler Eight.....1932	8-3¼x4½	6°A	2A	.011	.005 H	.007 H	A	.027	.020	10°B	3B	Au	6	19	80.0
Chrysler Imp.....1932	8-3½x5	6°A	2A	.011	.005 H	.007 H	A	.022	.020	.038"B	3½B	Adv	8½	24	80.0
Chrysler Six.....1932-33	6-3¼x4½	6°A	2½A	.011	.005 H	.007 H	A	.025	.020	10°B	3¼B	Au	6	16	84.0
Chrysler Royal 8.....1933	8-3¼x4½	6°A	2½A	.011	.005 H	.007 H	A	.025	.018	10°B	3¼B	Adv	6	19	80.0
Chrysler Imp. Cus. 8.....1933	8-3½x5	6°A	2A	.008	.005 H	.007 H	A	.025	.018	11¼°B	4B	Adv	8½	28	95.0
Chrys. Six CA & CB.....1934	6-3⅛x4¼	TC	TC	.010	.005 H	.007 H	A	.025	.020	TC	TC	Au	6	15½	86.0
Chrys. Roy. Eight CU.....1934	8-3¼x4½	2°B	1B	.011	.005 H	.007 H	A	.025	.018	TC	TC	Au	6	23	109.
Chrysler Imp. CV.....1934	8-3¼x4⅞	2°B	1B	.011	.005 H	.007 H	A	.025	.018			Au	6	23	109.
Chrysler Imp. Cus. 8.....1934	8-3½x5	2°B	⅝B	.008	.005 H	.007 H	A	.025	.018			Au	8½	....	109.
Chrys. Airs'm 6-C6.....1935	6-3⅛x4¼	TC	TC	.010	.006 H	.008 H	A	.025	.020	TC	TC	Au	6	17	....
Chrys. Airs'm 8-L2.....1935	8-3¼x4½	2B	1B	.011	.006 H	.008 H	A	.025	.018	TC	TC	Au	6	20½	....
Chrys. Airflow 8-C1.....1935	8-3¼x4⅞	2B	1B	.011	.006 H	.008 H	A	.025	.018	TC	TC	Au	6	19	....
Chrys. Airf'w I. 8-C2.....1935	8-3¼x4⅞	2B	⅝B	.011	.006 H	.008 H	A	.025	.018	5A		Au	6	19½	....
Chrys. Airf'w I. C.-C3.....1935	8-3¼x4⅞	2B	⅝B	.011	.006 H	.008 H	A	.025	.018	5A		Au	6	19½	....
Chrys. Airflow I. C. 8.....1935	8-3½x5	2B		.011	.006 H	.008 H	A	.025	.018			Au	8	24	....
Continental 4.....1933	4-3½x4	TC	TC	.010	.006 H	.008 H	A	.025	.020	7°B	2B	Adv	4	10	76.5
Continental C-600.....1933	6-3x4	TC	TC	.010	.005 H	.008 H	A	.030	.020	2°B	1B	Adv	5	10	80.0
Continental Big 6.....1933	6-3⅛x4	5°B	2B	.012	.010 H	.008 H	A	.030	.020	TC	TC	Adv	6	15	85.0
Continental 41.....1934	4-3⅛x4	TC	TC	.010	.007	.007	A	.028	.020	7°	2B	Adv	4	10	76.0
Cord L-29....1930 to 1932	8-3½x4½	TC	TC	.010	.006 H	.008 H	B	.025	.020	12.8°B	4B	Adv	8	22	82.0
Cunningham V-9...1930-31	8-3⅛x5	5A	2A	....	.001 C	.003 C	....	.028	.020	....	6A	Ret	8	29	76.0
DeSoto.....1929	6-3x4½	.014"A	2A	.008	.004 H	.006 H	A	.028	.020	.035"B	....	Adv	6	10	76.0
DeSoto Six.....1930	6-3½x4½	6A	2A	.008	.005 H	.007 H	A	.030	.020	8B	2½B	Adv	6	10	80.0
DeSoto Str. 8.....1930-31	8-2⅞x4½	4A	13½A	.011	.005 H	.007 H	B	.022	.022	10B	3B	Adv	6	....	80.0
DeSoto 6SA.....1931	6-3½x4½	6A	2A	.011	.005 H	.007 H	A	.022	.020	.055"B	....	Au	6	15	80.0
DeSoto Six.....1932	6-3½x4¾	6°A	2A	.011	.005 H	.007 H	A	.028	.020	9°B	3B	Au	6	14½	85.0
DeSoto Six.....1933	6-3½x4¾	6°A	2½A	.011	.005 H	.007 H	A	.025	.020	....	....	Au	6	16	85.0
DeSoto 6-SE.....1934	6-3⅜x4½	TC	TC	.010	.005 H	.007 H	A	.025	.025	3°A	....	Au	6	20	102.
DeSoto Airs'm 6 SF.....1935	6-3⅜x4½	TC	TC	.010	.006 H	.008 H	A	.025	.020	TC	TC	Au	6	17	....
DeSoto Airflow 6 SG.....1935	6-3⅜x4½	TC	TC	.010	.006 H	.008 H	A	.025	.020	5A	....	Au	6	17	....
DeVaux 6-75, 6-80.....1932	6-3⅛x4	5°B	13½B	.012	.006 H	.008 H	B	.025	.020	6°B	2B	Adv	6	15	86.5
Dodge.....1925 to 1929	4-3⅞x4¾	3A	1A	.005	.004 H	.005 H	A	.030	.020	12B	4B	Adv	6	12½	45.0
Dodge Senior.....1928	6-3½x4½	TC	TC	.010	.005 H	.005 H	B	.025	.020	10B	3¼B	Adv	7	18	....
Dodge Senior...1928-29-30	6-3⅜x4½	TC	TC	.010	.005 H	.005 H	B	.025	.020	10B	3¼B	Adv	7	18	88.0
Dodge Victory 6...1928-29	6-3⅜x3⅞	TC	TC	.007	.005 H	.005 H	A	.025	.020	4B	1B	Adv	6	14	....
Dodge Std. 6.....1928-29	6-3⅜x3⅞	TC	TC	.007	.005 H	.005 H	A	.025	.020	4B	1B	Adv	6	13	78.0
Dodge 6 DA.....1929-30	6-3⅜x3⅞	TC	TC	.007	.005 H	.005 H	A	.025	.020	4B	1¾B	Adv	6	14	78.0
Dodge DD 6.....1930-31	6-3½x4¼	6A	2A	.011	.005 H	.007 H	A	.027	.020	9½B	3B	Adv	6	12	80.0
Dodge DC 8.....1930-31	8-2⅞x4¼	4A	13½A	.011	.005 H	.007 H	B	.025	.020	10B	3B	Adv	7	14	80.0
Dodge Six.....1931	6-3¼x4¼	6A	2A	.011	.005 H	.007 H	A	.022	.020	8B	2B	Au	6	14	86.0
Dodge Eight.....1931	8-3x4¼	6A	2A	.011	.005 H	.007 H	B	.022	.020	.019"B	2B	Au	6	16	86.0
Dodge Bros. Six.....1933	....	6°A	2A	.011	.005 H	.007 H	A	.027	.020	10°B	3B	Adv	6	14½	85.0
Dodge Six.....1933	6-3½x4¾	6°A	2A	.011	.005 H	.007 H	A	.025	.020	....	....	Au	6	14½	88.5
Dodge Eight.....1932-33	8-3¼x4¼	6°A	2½A	.011	.005 H	.007 H	A	.028	.020	10B	4B	Au	6	18	102.5
Dodge 6.....1934	6-3¼x4⅜	6A	2½A	.011	.005 H	.007 H	A	.025	.020	3°A	1A	Adv	6	14½	90.0
Dodge 6 DU.....1935	6-3¼x4⅜	6A	2½A	.011	.006 H	.008 H	A	.025	.020	4A	....	Au	5	17	....
Duesenberg J 1929 to 1935	8-3⅜x4¾	6°B	2B	....	.025	.025	....	.025	.021	11½°A*	....	Ret	12	32	80.0
du Pont G....1929 to 1933	8-3⅜x4½	5°A	13½A	.010	.006	.008	B	.023	.022	TC	TC	Ret	12	26	84.0
Durant 65.....1928-29	6-2⅞x4¾	4A	1A	.012	.007 H	.007 H	B	.026	.017	TC	TC	Ret	6	12	86.5
Durant 75.....1928-29	6-3⅜x4⅝	5A	13½A	.012	.006 H	.006 H	B	.025	.020	8B	2½B	Adv	7	14½	86.5
Durant 40.....1929-30	4-3⅜x4¼	4A	1¼A	.012	.006 H	.006 H	A	.027	.018	TC	TC	Ret	4	8	70.0
Durant 60.....1929-30	6-2⅞x4¼	4A	1A	.008	.006 H	.006 H	B	.025	.020	16B	5B	Adv	6	12	70.0
Durant 66.....1929-30	6-2⅞x4¾	4A	1A	.012	.006 H	.006 H	B	.025	.020	8½B	2½B	Adv	6	12	86.5
Durant 70.....1929-30	6-3⅜x4⅝	5A	13½A	.010	.006 H	.008 H	B	.025	.020	6½B	2B	Adv	7	14½	76.0
Durant 6-14.....1930-31	6-3¼x4	5A	13½A	.012	.008 H	.008 H	B	.025	.020	6B	2B	Adv	6	14	84.0
Durant 6-17.....1930-31	6-3⅜x4⅝	5A	13½A	.012	.006 H	.006 H	B	.025	.020	8B	2½B	Adv	7	14½	76.0
Durant 621, 622.....1932	6-3¼x4	5°B	13½B	.012	.008	.008	A	.025	.020	6°B	2B	Adv	6	14	84.0
Elcar 75.....1929-30	6-2⅞x4¾	TC	TC	.010	.006 H	.008 H	B	.025	.021	TC	TC	Ret	6	14	82.0
Elcar 95, 96.....1929-30	8-2⅞x4¾	TC	TC	.010	.006 H	.008 H	B	.028	.020	TC	TC	Ret	8	14	82.0
Elcar 120.....1929-30	8-3¼x4½	TC	TC	.010	.006 H	.008 H	B	.028	.021	6B	2B	Adv	8	22	82.0
Elcar 75-A.....1930	6-2⅞x4¾	TC	TC	.010	.006 H	.008 H	B	.030	.018	TC	TC	Adv	8	22	82.0
Erskine Six....1928-29-30	6-2⅞x4½	5A	13½A	.010	.008 H	.008 H	B	.025	.019	7½A	2A	Ret	5	13	80.0
Essex.....1925-29	6-2⅝x4½	7A	2A	....	.004 H	.006 H	B	.026	.018	TC	TC	Au	5½	19	....
Essex Super 6.....1929-30	6-2⅞x4¼	10–B	3B	....	.004 H	.006 H	B	....	.020	TC	TC	Au	6	19	95.0
Essex Super 6.....1931	6-2⅞x4½	....	....	....	.004 H	.006 H	B	.022	.020	TC	TC	Adv	5	19	95.0
Essex Super Six.....1932	6-2⅝x4¾	11°B	3½B	.006	.004 H	.006 H	B	.022	.020	TC	TC	Au	6	19	88.5
Essex Terraplane 6...1933	6-2⅝x4¾	11°B	3½B	.006	.004 H	.006 H	B	.022	.020	TC	TC	....	6	17	95.0
Essex Terraplane 8...1933	8-2⅝x4¾	11°B	3½B	.006	.004 H	.006 H	B	.022	.020	TC	TC	....	6	17	95.0
Falcon Knight 12..1928-29	6-2⅝x3⅞	....	13½A	SI	SI	SI	B	.026	.020	8B	2B	Adv	8	16	67.5

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Hupmobile 527.....1935	8-3½x4¾	3A	1A	....	.018	.018	B	.028	.021	7B	2¾B	Adv	8	24	....
Jordan JE.....1928	8-3x4¾	....	....	.008	.004 H	.006 H	B	.030	.018	....	....	Adv	8	17	76.0
Jordan E.....1929	6-3⅜x4⅝	5A	13½A	.012	.004 H	.006 H	B	.030	.024	15B	4½B	Adv	6	17	....
Jordan RE.....1929	6-3⅜x4	....	....	.008	.005 H	.008 H	B	.02	.028	....	....	Adv	5	14	....
Jordan U, 70, 80...1930-31	8-2⅞x4¾	8A	2½A	....	.006	.007	B	.030	.024	8B	2½B	Adv	8	18	79.0
Jordan 90.....1929-30-31	8-3x4¾	8A	2½A	....	.006	.0075	....	.030	.024	15B	....	Adv	8	18	79.0
Jordan Z Speedway...1930	8-3⅜x4½	2A	13½A	....	.010	.010	....	.030	.024	8B	....	Adv	8	30	79.0
Kissel 8-95.....1929-30	8-2⅞x4¾	TC	TC	.010	.007 H	.007 H	B	.027	.021	TC	TC	Ret	11	20	85.0
Kissel 8-126.....1929-30	8-3¼x4½	TC	TC	.010	.007 H	.007 H	B	.027	.021	6B	2B	Adv	12	24	85.0
LaFayette.....1934	6-3¼x4⅜	....	....	.008	.015 H	.015 H	A	.025	.020	....	....	Au	7	19	84.0
LaFayette 3510.....1935	6-3¼x4⅜	....	....	.008	.008	.008	A	.023	.020	....	....	Au	7	19	....
LaSalle 303.....1927-28	8-3⅛x4⅝	9½B	3B	.004	.004 C	.006 C	B	.027	.023	7½B	2B	Adv	8	21	72.0
LaSalle 328.....1929	8-3¼x4⅝	9½B	3B	.004	.004 C	.006 C	B	.027	.023	7½B	2B	Adv	8	20	84.0
LaSalle 340.....1930	8-3⅜x4⅝	9½B	3B	.004	.004 C	.006 C	B	.028	.020	18½B	5½B	Adv	8	24	79.0
LaSalle 345.....1931	8-3⅜x4⅝	9½B	3B	.006	.004 C	.006 C	B	.025	.020	7½B	2½B	Adv	8	24	85.0
LaSalle 345-B.....1932-33	8-3⅜x4⅝	6°B	2B	.006	.006 C	.008 C	B	.026	.020	9½°B	3B	Au	8	26	86.5
LaSalle.....1934	8-3x4¼	6A	2½A	.015	.006 C	.009 C	B	.025	.024	8B	3B	Au	7	19	109.
LaSalle.....1935	8-3x4¼	6A	2½A	.015	.006 H	.008 H	B	.025	.024	8B	....	....	7	18	....
Lincoln.....1928 to 1930	8-3½x5	2½B	1B	.004	.005 C	.005 C	B	.028	.020	5A	1¼A	Ret	10	30	72.0
Lincoln V-8.....1931-32	8-3½x5	2½°B	1B	....	.003 C	.004 C	....	.028	.020	....	....	....	10	34	....
Lincoln V-12.....1932	12-3¼x4½	21°B	7B	....	.004 C	.005 C	B	.028	.020	....	....	....	12	34	....
Lincoln V-12-136.....1933	12-3x4½	21°B	6¾B	.003	.004 C	.005	B	.028	.020	7°B	2¼B	....	12	34	88.5
Lincoln V-12-145.....1933	12-3¼x4½	21°B	6¾B	.003	.003 C	.005 C	B	.026	.018	7B	2¼B	Adv	12	34	82.0
Lincoln V-12.....1934	12-3½x4½	21B	7B	.003	.003 C	.005 C	B	.022	.020	7°B	2¼B	Au	12	32	101.
Lincoln V-12.....1935	12-3½x4½	21B	7B	.003	.003 C	.006 C	B	.022	.020	7B	2B	Au	12	32	....
Loco. 48-9-10...1926-27-28	6-4½x5½	20B	....	....	.002 C	.002 C	....	.027	.020	10A	....	Ret	6½	27	60.5
Locomobile 90..1927-28-29	6-3¼x5¼	TC	TC	....	.003 C	.003 C	....	.018	.018	TC	TC	Ret	8	19	60.5
Locomobile 8-66.....1927	8-2⅝ x 4	TC	.007	.005 H	.007 H	B	.025	.019	....	3A	Ret	8	18	78.0
Locomobile 8-70...1928-29	8-2⅞x4¾	8A	2½A	.007	.004 C	.006 C	B	.025	.022	TC	TC	Ret	8	21	78.0
Locomobile 86, 88.....1929	8-3¼x4½	TC	TC	.010	.010 C	.010 C	B	.018	.018	TC	TC	Ret	8	23	84.0
Marmon 6.....1925-28	6-3¾x5½	13A	5A	.014	.088 H	.008 H	....	.030	.026	18B	7B	Adv	10	22	62.0
Marmon 68.....1928	8-2⅞x4¼	6B	13½B	.010	.008 H	.008 H	B	.025	.020	7½B	2B	Adv	6	20	82.0
Marmon 68.....1929	8-2⅝x4¼	6B	13½B	.012	.008 H	.008 H	B	.027	.020	7½B	2B	Adv	7	22	82.0
Marmon 78.....1928-29	8-2⅝x4	6B	13½B	.013	.008 H	.008 H	B	.027	.020	7½B	2B	Adv	7	22	88.5
Marmon Roosev...1930-31	8-2⅞x4¼	6B	13½B	.010	.008 H	.008 H	B	.027	.020	7½B	2B	Adv	7	16	82.0
Marmon Big 8.....1930-31	8-3¼x4¾	TC	.010	.008 H	.008 H	B	.025	.022	5¾	2B	Adv	10	28	88.5
Marmon 69, 70.....1930-31	8-2⅝x4¼	6B	13½B	.010	.008 H	.008 H	B	.025	.022	7B	2B	Adv	7	16	82.0
Marmon Eight 79..1930-31	8-3¾x4¾	TC	.010	.008 H	.008 H	B	.025	.022	5¾	2B	Adv	10	28	88.5
Marmon Eight 125.....1932	8-3¼x4¾	TC	TC	.010	.008 H	.008 H	B	.025	.022	5°40°B	2B	Adv	10	28	85.5
Marmon 16...1931 to 1934	6-3½x4	6°B	2B	.014	.008 H	.008 H	B	.022	.018	6°B	2B	Adv	10	31	93.5
Marquette.....1929-30	6-3½x4⅝	5B	13½B	.010	.006 H	.006 H	B	.026	.018	7B	2¼B	Adv	6	12	80.0
Moon 6-72.....1928-29	6-3⅝x4	5A	1A	.008	.004 H	.006 H	A	.028	.018	....	....	Adv	8	16	76.0
Moon 8-80.....1928-29	8-3x4¾	8A	2A	.008	.004 H	.006 H	B	.028	.018	TC	TC	Ret	5	14	76.0
Nash Adv.....1929	6-3¼x5	15A	5A	.012	.012 H	.012 H	B	.025	.022	....	....	Adv	8	16	76.0
Nash Spec.....1927-28	6-3¼x4½	15A	5A	.010	.010 H	.010 H	B	.028	.017	TC	TC	Ret	7	17	70.0
Nash Std. 6.....1928-29	6-3½x4	5A	1A	.005	.007 H	.007 H	A	.025	.020	TC	TC	Au	5	10	65.5
Nash Twin Ign. 8.....1930	8-3¼x4½	15A	4¾A	.012	.012 H	.012 H	B	.020	.020	15B	4½B	Adv	10	23	82.5
Nash Twin Ign. 6.....1930	6-3⅝x4½	15A	4¾A	.012	.012 H	.012 H	B	.020	.020	15B	4½B	Adv	6	16	76.0
Nash 6, 6-60.....1930-31	6-3½x4⅝	5A	13½A	.008	.008 H	.008 H	A	.020	.020	....	....	Au	5	12	76.0
Nash 8-70.....1931	8-2⅞x4⅝	5A	13½A	.008	.008 H	.008 H	A	.020	.022	....	....	Ret	6	15	76.0
Nash 8-80.....1931	8-3x4¼	15A	4¾A	.012	.012 H	.012 H	B	.020	.020	15B	4¾	Adv	8	16	82.0
Nash 8-90.....1931	8-3¼x4½	15A	4¾A	.012	.012 H	.012 H	B	.020	.020	TC	TC	Ret	10	22	82.0
Nash 960.....1932	6-3½x4⅝	5°A	13½A	.008	.008 H	.008 H	A	.020	.022	....	....	Ret	5	12	76.0
Nash 970.....1932	8-2⅞x4⅝	5°A	13½A	.008	.008 H	.008 H	A	.020	.022	....	....	Ret	6	15	76.0
Nash 980.....1932	8-3x4¼	15°A	4¾A	.012	.012 H	.012 H	B	.020	.020	15°B	4¾B	Adv	8	29	82.0
Nash 990.....1932	8-3¼x4½	15°A	4¾A	.012	.012 H	.012 H	B	.020	.020	TC	TC	Ret	10	22	82.0
Nash Big Six.....1933	6-3¼x4⅝	....	.008	.008 H	.008 H	A	.020	.020	10B	3B	....	....	7	19	84.0
Nash Std. 8, Spec. 8...1933	8-3x4⅝	5°A	13½A	.008	.008 H	.008 H	A	.020	.022	5°A	1¼A	Ret	7	16	78.0
Nash Adv. 8.....1933	8-3⅜x4¼	15°A	4¾A	.012	.012 H	.012 H	B	.020	.025	15°B	4¾B	Adv	8	21	80.0
Nash Ambas. 8.....1933	8-3⅜x4½	15°A	4¾A	.012	.012 H	.012 H	B	.020	.020	15°B	4¾B	Adv	10	22	80.0
Nash Big 6-1220.....1934	6-3⅝x4⅜	....	.015	.015 H	.015 H	A	.022	.020	....	....	....	7	19	82.0
Nash Adv. 8-1280.....1934	8-3½x4¼	....	.015	.015 H	.015 H	A	.022	.020	....	....	Au	8	21	82.0
Nash Amb. 8-1290.....1934	8-3⅝x4½	....	.015	.015 H	.015 H	B	.022	.020	....	....	....	10	22	82.0
Nash Adv. 6.....1935	6-3⅝x4⅝	....	.015	.015 H	.015 H	A	.025	.020	....	....	....	7	17½	85.0
Nash Adv., Amb. 8.....1935	8-3½x4¼	....	.015	.015 H	.015 H	A	.025	.020	....	....	....	8	21	90.0
Oakland AA Six.....1928	6-3½x4¼	5A	13½A	.010	.008 H	.008 H	B	.025	.021	4B	1½B	Ret	6	22	72.0
Oakland AA Six.....1929	6-3⅝x4½	5A	13½A	.010	.008 H	.008 H	B	.025	.022	4B	1½B	Au	6	22	72.0
Oakland 101, 8.....1930-31	8-3⅞x3⅝	TC	.015	.012 H	.012 H	A	.025	.022	7B	2B	Adv	7	25	78.0
Oldsmobile E.....1927	6-2⅞x4¾	2A	1A	.005	.005 H	.005 H	B	.027	.024	TC	TC	Ret	6	14	70.0
Oldsmobile..1928 to 1931	6-3⅝x4⅛	TC	TC	.010	.008 H	.010 H	A	.025	.024	8B	2½B	Au	6	13	80.0
Oldsmobile F-32.....1932	6-3⅝x4⅛	TC	TC	.010	.008 H	.010 H	A	.025	.021	5°B	2B	Adv	6	16½	84.0
Oldsmobile L-32.....1932	8-3x4¼	TC	TC	.010	.008 H	.010 H	B	.025	.021	5°B	2B	Adv	7	16½	88.5
Oldsmobile F-33.....1933	6-3⅝x4⅛	TC	TC	.010	.008 H	.010 H	B	.025	.021	3½°B	1B	Adv	6	17	84.0
Oldsmobile L-33.....1933	8-3x4¼	TC	TC	.010	.008 H	.010 H	B	.025	.021	3½°B	1B	Adv	7	19	88.5
Oldsmobile F-34.....1934	6-3⅝x4⅜	TC	TC	.012	.008 H	.010 H	A	.025	.020	....	....	Au	6	15	92.5
Oldsmobile L-34.....1934	8-3x4¼	TC	TC	.010	.008 H	.010 H	B	.025	.020	....	....	Au	7	10	92.5
Oldsmobile F-35.....1935	6-3⅝x4⅜	5D	2B	.010	.010 H	.010 H	A	.025	.022	2B	1B	Au	6	13	....
Oldsmobile L-35.....1935	8-3½x4¼	TC	TC	.010	.010 H	.010 H	B	.025	.022	4B	1B	Au	7	15	....
Overland Whip. 98.1928-29	6-3½x3⅜	7A	2A	.008	.004 H	.006 H	A	.025	.018	10B	3B	Adv	5	11½	....
Packard 3-36, 3-43.....1927	8-3½x5	TC	TC	.004	.004 H	.004 H	A	.028	.023	6B	2B	Adv	8	24	....
Packard Six.....1927-28	6-3½x5	TC	TC	.004	.004 H	.004 H	A	.025	.023	6B	2B	Adv	7	20	....
Packard 626, 633.....1929	8-3½x5	TC	TC	.004	.004 H	.004 H	....	.025	.018	....	....	Adv	8	20	....
Packard 4-43, 640..1928-29	8-3½x5	TC	TC	.004	.004 H	.004 H	A	.025	.018	5B	2B	Adv	10	25	63.6
Packard 726, [illegible] 1930-31	8-3½x5	20B	6½B	.004	.004 H	.004 H	....	.025	.020	3½°B	2½B	Adv	8	20	....

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Current Passenger Car Models

Fuel Feed (Make and Type)	Electrical System: Ignition Make	Electrical System: Generator and Starter Make	Electrical System: Battery Make	Electrical System: Capacity (Amp. Hr.)	Engine Mounting	CHASSIS: Clutch: Type and Make	Gearset: No. of Speeds Location and Make	Gearset: Free Wheeling, Synchro, etc.	Universals: Type and Make	Rear Axle: Type and Make	Rear Axle: Torque Medium	Brakes: Service (Make)	Brakes: Hand (Location)	Brakes: Drum Type	Steering Gear	Shackles: Make	Shackles: Type	Springs: Front (Type and Length)	Springs: Rear (Type and Length)	Chassis Lubrication	Line Number
Ste Mp	A	A	.....	105	RFR	P. Long	3 U-W-G	S	Nb-Mec	½ Col	sp	H	I-R	C	R	Own	rm	S-38	S-54½	A-Z	1
Ste Mp	A	A	.....	105	RFR	P. Long	3 U-W-G	S	Nb-Mec	½ Col	sp	PH	I-R	C	R	Own	rm	S-38	S-54½	A-Z	2
Ste Mp	A	A	.....	....	RFR	P. Long	3 U-Det	Ws	Nb-Mec	½ Col	sp	H	I-R	C	R	Own	rm	S-42	S-56¾	A-Z	3
Ste Mp	A	A	.....	....	RFR	P. Long	3 U-Det	Ws	Nb-Mec	½ Col	sp	PH	I-R	C	R	Own	rm	S-42	S-56¾	A-Z	4
Ste Mp	D	D	USL	121	RFR	dp. Long	3 U-Det	Ws	m.	½ Col	sp	PH	I-R	C	R	Try	M	S-40	S-56¾	Bij	5
....G	A	A	USL	43	R	P.	3 U-W-G	C	f.Spi	½ Sal	tt	M	I-F	S	O	Own	M	Tr-28⅞	¼e22⅞	Ze	6
AC Mp	D	D	Del	100	RFR	P. Own	3 U-Own	S	m. Own	½ Own	tt	KP	I-F	CI	S	Own	M	Ind	S-56	A-Z	7
AC Mp	D	D	Del	120	RFR	P. Own	3 U-Own	S	m. Own	¾ Own	tt	KP	I-F	CI	S	Own	M	Ind	S-55¾	A-Z	8
AC Mp	D	D	Del	135	RFR	dp. Own	3 U-Own	S	m. Own	¾ Own	tt	KP	I-F	CI	S	Own	M	Ind	S-58⅞	A-Z	9
AC Mp	D	D	Del	130	RFR	dp. Own	3 U-Own	S	Nb-Mec	¾ Own	sp	KP	I-R	CI	S	Own	R	Ind	S-60	Al	10
AC Mp	D	D	Del	160	RFR	dp. Own	3 U-Own	S	Nb-Mec	¾ Own	sp	KP	I-R	CI	S	Own	R	Ind	S-66	Al	11
AC Mp	D	D	Del	190	RFR	dp. Own	3 U-Own	S	Nb-Mec	¾ Own	sp	KP	I-R	CI	S	Own	R	Ind	S-66	Al	12
AC Mp	D	D	Del	90	RFR	P. Own	3 U-Own	S	m. Own	½ Own	tt	O	I-F	S	O	Own	M	Ind	S-54	A-Z	13
AC Mp	D	D	Del	90	RFR	P. Own	3 U-Own	C	m. Own	½ Own	tt	O	I-F	S	O	Own	M	S-33	S-54	A-Z	14
....Mp	.....	.....	.....	121	Fl	P	3 U-Own	W	Nb	½ Own	sp	H	E-T	C	...	PM	SU	Ind	S-52½	Ze	15
....Mp	D	D	Wil	140	Fl	†P	3 U-Own	W	Nb	½ Own	sp	H	E-T	C	...	PM	SU	S-44	S-52½	Ze	16
....Mp	D	D	Wil	140	Fl	†P	3 U-Own	W	Nb	½ Own	sp	PH	E-T	C	...	PM	SU	S-44	S-53⅝	Ze	17
....Mp	D	D	Wil	178	Fl	†P	3 U-Own	W	Nb	½ Own	sp	PH	E-T	C	...	PM	SU	S-49	S-60	Ze	18
AC Mp	A	A	USL	70	RFR	P. Rock	3 U-W-G	S	m. Spi	½ N-P	sp	M	I-F	S	S	SU	M	Tr-33	¼e27⅞	Al	19
....Mp	D	D	Wil	117	Fl	P	3 U-Own	W	Nb	½ Own	sp	H	E-T	C	...	PM	SU	S-43½	S-52½	Ze	20
....Mp	D	D	Wil	90	Fl	†P	3 U-Own	Ws	Nb	½ Own	sp	H	E-T	CI	...	PM	SU	Ind	S-53⅜	Ze	21
AC Mp	D	D	Exi	160	RFR	dp. Long	3 U-Own	Wo	m. Spi	½ Own	tt	PH	E-T	...	R	Own	M	S-41	S-62½	Bij	22
AC Mp	Own	Own	Own	80	RFR	P.Own	3 U-Own	S	m. Own	¾ Own	tt	O	I-F	C	G	Own	R	Tr-31	Tr-46	Ze	23
AC Mp	D	D	Wil	135	RR	P. Long	3 U-W-G	Ws	m. Mec	½ Own	sp	H	E-T	S	R	Own	M	E-36	E-42	Ze	24
AC Mp	D	D	Wil	153	RR	dp. Long	3 U-W-G	Ws	m. Mec	½ Col	sp	H	E-T	C	R	Faf	B	S-40	S-60	Ze	25
AC Mp	D	D	Wil	105	RR	P. Long	3 U-W-G	Ws	m. Spi	½ Own	sp	H	E-T	S	R	Try	M	S-37	S-54	Ze	26
AC Mp	D	D	Wil	86	RFR	P. Long	3 U-W-G	S	Nb-Spi	½ Spi	sp	H	E-T	S	R	Eaton	R	S-38	S-54	Ze	27
AC Mp	D	D	Wil	100	RFR	P. Long	3 U-W-G	S	Nb-Spi	½ Spi	sp	H	E-T	S	R	Eaton	R	S-40	S-54	Ze	28
AC Mp	D	D	Wil	100	RFR	P. Long	3 U-W-G	S	Nb-Spi	½ Spi	sp	H	E-T	S	R	Eaton	R	S-40	S-54	Ze	29
AC Mp	A	A	Exi	120	RFR	†P.Own	3 U-Own	S	Nb-Spi	½ Own	sp	B	I-F	S	G	PM	SU	S-31	S-48¾	Ze	30
Ste Mp	A	A	Wil	100	RFR	P. B&B	3 U-W-G	S	Nb-Det	½ Spi	sp	M	I-F	S	G	PM	SU	S-42	S-54	A-Z	31
AC Mp	A	A	Wil	113	RFR	P. B&B	3 U-W-G	S	Nb-Det	½ Spi	sp	M	I-F	S	G	PM	SU	S-43½	S-56	A-Z	32
....Mp	A	A	Wil	121	RFR	P. Long	3 U-W-G	S	Nb-Det	½ Own	sp	M	I-F	S	G	PM	SU	S-43½	S-56	A-Z	33
AC Mp	A	A	Glo	....	RFR	P. B&B	3 U-Own	Wo	M	½	sp	B	I-F	S	G	.....	M	S-36¼	S-54	A-Z	34
AC Mp	D	D	Del	130	RFR	P. B&B	3 U-Own	S	Nb-Spi	¾ Own	sp	H	I-R	CI	S	Own	M	Ind	S-54¼	A-Z	35
....Mp	A	A	Exi	135	RFR	P. Long	3 U-Own	W*	m. Spi	FF Tim	tt	BP	I-F	S	O	Own	M	S-42	S-58	Al	36
....Mp	A	A	Exi	135	RFR	P. Long	3 U-Own	Ws	m. Spi	FF Tim	tt	BP	I-F	S	O	Own	M	S-42	S-62	Al	37
AC Mp	D	D	Exi	153	RFR	dp. Russ	3 U-Mun	S	m. Spi	½ Sal	ta	B	I-F	S	R	RSI	RB	S-42	S-59½	A-Z	38
AC Mp	A	A	USL	115	RFR	P.B&B	3 U-Own	Ws	rm. Own	½ Own	sp	O	I-F	C	G	PM	SU	S-36¼	S-54	Al	39
AC Mp	A	A	USL	133	RFR	P.B&B	3 U-Own	Ws	rm. Own	½ Own	sp	O	I-F	C	G	PM	SU	S-36¼	S-54	Al	40
AC Mp	A	A	USL	152	RFR	P.B&B	3 U-Own	Ws	rm. Own	½ Own	sp	O	I-F	C	G	Own	RR	S-39⅞	S-57⅛	Bij	41
AC Mp	D	D	Del	100	RFR	P.B&B	3 U-Own	S	Nb-Spi	½ Own	sp	H	I-R	S	S	PM	SU	Ind	S-54¼	A-Z	42
AC Mp	D	D	Del	114	RFR	P.B&B	3 U-Own	S	Nb-Spi	½ Own	sp	H	I-R	S	S	PM	SU	Ind	S-54¼	A-Z	43
AC Mp	N	Dy	Pre	144	RFR	P. Long	3 U-Own	S	Nb-Spi	½ Own	sp	BP	I-R	C	G	Own	M	S-42	S-60½	Bij	44
AC Mp	N	Dy	Pre	144	RFR	P. Long	3 U-Own	S	Nb-Spl	½ Own	sp	BP	I-R	C	G	Own	M	S-42	S-60½	Bij	45
AC Mp	A	Dy	Pre	144	RFR	P. Long	3 U-Own	S	Nb-Spi	½ Own	sp	BP	I-F	C	G	Own	M	S-42	S-60½	Bij	46
Ste Mp	D	D	Wil	145	RFR	dp. Long	3 U-Own	Ws	Nb-Det	½ Own	sp	SW	I-F	...	R	Faf	B	S-38	S-60	Ze	47
Ste Mp	D	D	Wil	165	RFR	dp. Long	3 U-Own	Ws	Nb-Det	½ Own	sp	SW	I-F	...	R	Faf	B	S-38	S-60	Ze	48
Ste Mp	D	D	Wil	165	RFR	dp. Long	3 U-Own	Ws	Nb-Spi	½ Own	sp	SW	I-F	...	R	Faf	B	S-38	S-60	Ze	49
AC Mp	D	D	Wil	86	Fl	†P. B&B	3 U-Own	W	m. Det	½ Own	sp	H	E-T	...	O	PM	SU	.....	S-53½	Ze	50
AC Mp	D	D	Wil	84	Fl	†P. B&B	3 U-Own	W	m. Det	½ Own	sp	H	E-T	...	O	PM	SU	Ind	53⅜	Ze	51
AC Mp	D	D	Del	107	RFR	P. Own	3 U-Own	S	m. Own	½ Own	tt	B	I-F	S	S	Own	rm.	Ind	S-54	Ze	52
AC Mp	D	D	Wil	102	RFR	P. Own	3 U-Own	Ao	Nb-Det	½ Own	sp	H	E-T	C	R	PM	SU	S-36¾	S-55½	Ze	53
AC Mp	D	D	Wil	136	RFR	dp. Long	A-Own	A	m. Det	½ Own	sp	H	E-T	C	R	Own	M	S-38½	S-57½	Ze	54
AC Mp	A	A	Wil	102	RFR	P. B&B	3 U-W-G	Ws	Nb-Mec	½ Spi	sp	M	I-F	CI	R	PM	SU	S-35½	S-54	Ze	55
AC Mp	D	D	Wil	102	RFR	P. Long	3 U-W-G	Ws	Nb-Mec	½ Spi	sp	BP	I-F	CI	R	PM	SU	S-36	S-56	Ze	56
AC Mp	D	D	Wil	136	RFR	P. Long	3 U-W-G	Ws	Nb-Mec	½ Spi	sp	BP	I-F	CI	R	PM	SU	S-36	S-56	Ze	57
King V	D	D	Pre	145	Ri	†dp.Long	3 U-Mun	S	m. Mec	½ Tim	sp	H	E-T	S	G	Own	M	S-40	S-62¼	Bij	58
King V	D	D	Pre	145	RR	†dp.Long	3 U-Mun	S	m. Mec	½ Tim	sp	H	E-T	S	G	Own	M	S-38	S-62	Bij	59
Ste Mp	D	D	Pre	145	RR	†dp.Long	3 U-Mun	S	m. Mec	½ Tim	sp	H	E-T	S	G	Own	M	S-40	S-62¼	Bij	60
Ste Mp	D	D	Pre	145	RR	†dp.Long	3 U-Mun	S	m.Mec	½ Tim	sp	H	E-T	S	G	Own	M	S-40	S-62¼	Bij	61
AC Mp	A	A	Nat	100	RFR	†P. Own	3 U-Own	S	Nb-Spi	½ Own	sp	B	I-F	S	G	PM	SU	S-31	S-48¾	Ze	62
AC Mp	A	A	Nat	100	RFR	†P.Own	3 U-Own	S	Nb-Spi	½ Own	sp	B	I-F	S	G	PM	SU	S-31	S-48¾	Ze	63
AC Mp	A	A	USL	96	Fl	P. Own	3 U-Own	C	m. U-P	½ Own	sp	B	I-F	S	S	Try	M	S-30	S-46	Ze	64

ABBREVIATIONS:

*—At Extra Cost ‡—Overall Length
°—Others Used ½—Semi-Floating
†—Power Clutch ¼e—¼ Elliptic
¾—Three-Quarter Floating
A—Automatic Transmission
A&Tb—Automatic Shutters & Thermostat
Al—Aluminum
Ao—Automatic Transmission Optional
Als—Aluminum Alloy with Strut
Au—Automatic Shutters
B—Ball Bearing (Shackles)
B—Semi-Steel
C—Cast Iron Lined (Brake Drums)
C—Conventional Clash Type
Ch—Chain Cl—Cast Iron
Cm—Constant mesh
dp—Double Plate E—Full Elliptic
E-T—External Transmission
f—Fabric FF—Full Floating
G—(Fuel Feed) Gravity Fl—Floating
H—Horisontal I—In Head
I—(Gearset) Internal Gear
I-F—Internal Four Wheels
I-R—Internal Rear Wheels
L—"L" Head m—Metal
Ly—Lyanite
M—Metal (Shackles)
Ma—Hand Shutters
Ml—Molybdenum Cast Iron
Mp—(Fuel Feed) Mechanical Pump
N—No or None Nl—Nickel Iron
Nb—Needle Bearing
O—Optional Oh—Overhead Camshaft
P—(Clutch) Single Plate
R—Rubber
RB—Rubber and Ball Bearing
RFR—Rubber Front and Rear
Ri—Rigid rm—Rubber and metal
RR—Rubber Rear RuF—Rubber Front
s—Supercharged
S—Pressed Steel (Brake Drums)
S—Semi-Elliptic (Springs)
S—Synchronised Shift sp—Springs
Spec—Special Spir—Spiral Gear
SU—Silent U (Shackles)
ta—Torque Arm th—Threaded
Th—Thermostat Tr—Transverse
tt—Torque Tube U—Unit with Engine
V—(Fuel Feed) Vacuum Var—Varies
Vp—(Fuel Feed) Vacuum and Pump
W—Free Wheeling Standard
Wo—Free Wheeling Optional
Ws—Free Wheeling & Synchronised Shift
Y—Yes

ABBREVIATIONS: (Make of Units)

ABos—American Bosch
AC—AC Spark Plug
A—Autolite Al—Alemite
Ala—Alemite Automatic
AM—Air Maze A-Z—Alemite-Zerk
B—Bendix (Brakes)
B&B—Borg & Beck Bij—Bijur
BP—Bendix—Power operated (Brakes)
B&B—Ball and Ball (Carter)
B&S—Briggs & Straton
Bel—Beflex B-L—Brown-Lipe
Bur—Burgess Car—Carter
Cla—Clark Cel—Celoron
Col—Columbia Cle—Cleveland
D—Delco-Remy Con—Continental
Del—Delco Cu—Cuno
D.L—Detroit Lubricator Co.
Det—Detroit Dia—Diamond
Eat—Eaton Dy—Owen Dyneto
Faf—Fafnir Exi—Exide
Fire—Firestone Far—Farval
G—Gemmer Gdr—Goodrich
Gle—Globe GE—General Electric
G-U—Goodrich & Universal Products
H—Lockheed Hydraulic (Brakes)
Han—Handy Ho—Holley
K—Gen. Motors—Huck type (Brakes)
KP—Gen. Motors—Huck type—power operated (Brakes)
King—Kingston Jac—Jacox
Lyc—Lycoming L-B—Link-Belt
Mec—Mechanics Machine
M—Midland Steeldraulic
Mo—Monroe Mar—Marvel
Mor—Morse Mun—Muncie
My—Myers Nat—National
N—North East (Ignition)
N-P—New Process O—Own
O-N—O-N Spring Shackle Co.
OV—Oil Vac Pre—Prest-O-Lite
PH—Lockheed Hydraulic—power operated
PM—Pressed Metals of America
Pur—Purolator Ram—Ramsey
Rock—Rockford R—Ross
RSI—Rubber Shock Insulator
Russ—Russell S—Saginaw
Sal—Salisbury Sch—Schebler
Sil—Silentbloc Skin—Skinner
Spi—Spicer Spec—Special
Ste—Stewart-Warner
SW—Stewart-Warner (Brakes)
Str—Stromberg Tex—Textolite
STS—Standard Spring Steel Co.
Til—Tillotson Tim—Timken
Try—Tryon U-M—Universal Machine
Uni—United U-P—Universal Products
U-PM—Universal Products & Mechanics
Var—Various W-M—Willys-Morrow
W-G—Warner Gear Co. Wil—Willard
Wes—Westinghouse Whit—Whitney
Ze—Zerk Zen—Zenith

TUNE-UP SPECIFICATIONS

Passenger Cars 1927 to 1934

ADV – ADVANCED AU – AUTOMATIC RET – RETARD

CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING: Intake Valve Opens Before or After T. C. — No. of Degrees	VALVE TIMING: Intake Valve Opens Before or After T. C. — No. of Flywheel Teeth	VALVE TIMING: Inlet Tappet Gap (Ins.)	OPERATING TAPPET CLEARANCE: Inlet (Ins.)	OPERATING TAPPET CLEARANCE: Exhaust (Ins.)	Piston and Rod Assembly Removed From	IGNITION: Spark Plug Gap (Ins.)	IGNITION: Breaker Point Gap (Ins.)	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): Spark Occurs °TC	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): No. Flywheel Teeth Spark Occurs—TC	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): Breaker Housing	Capacity Crankcase (Qts.)	Capacity Cooling System (Qts.)	Compression Pressures, at Cranking Speed
Chevrolet Std.....1934	6-3½x3½	45	15½B	.010	.006 H	.013 H	A	.032	.018	10B	3½2B	Au	4½	10	85
Chevrolet Master.....1935	6-3½x4	4B	15½B	.006	.006 H	.013 H	A	.032	.021	5B	2B	Adv	5	11	....
Chevrolet Std.....1935	6-3½x4	4B	15½B	.006	.006 H	.013 H	A	.032	.021	5B	2B	Adv	5	10	....
Chrysler 52.....1928	4-3½x4¾	.010"A	1½A	.008	.004 H	.006 H	B	.028	.018	.063"B	4B	Adv	4	14	70.0
Chrysler 62.....1928	6-3x4¼	.014"A	2A	.008	.004 H	.006 H	B	.028	.020	.030"B	2½B	Adv	6	14	76.0
Chrysler 72.....1928	6-3¼x5	.017"A	2A	.008	.004 H	.006 H	A	.028	.020	.067"B	4B	Adv	6	15	78.0
Chry. Imp. 80...1928-29-30	6-3½x5	6A	2A	.008	.006 H	.008 H	A	.025	.022	.035"B	3½B	Adv	8	19	99.0
Chrysler 65.....1929	6-3½x4¼	.014"A	2A	.011	.004 H	.006 H	A	.025	.018	.020"B	2B	Adv	6	13	80.0
Chrysler 75.....1929	6-3¼x5	6A	2A	.008	.004 H	.006 H	A	.025	.022	.067"B	4B	Adv	6	15	76.0
Chrysler 66.....1930-31	6-3½x4¾	2A	2A	.011	.005 H	.007 H	A	.030	.020	.020"B	2½B	Adv	6	14	76.0
Chrysler 70.....1930-31	6-3½x5	2A	2A	.011	.005 H	.007 H	A	.030	.022	.035"B	3½B	Adv	6	21	73.5
Chrysler Six.....1930-31	6-3½x4¼	6A	2A	.011	.005 H	.007 H	A	.027	.022	8½B	3B	Adv	6	16	....
Chrysler 77.....1930	6-3½x5	6A	2A	.011	.005 H	.007 H	A	.030	.022	.068"B	4B	Adv	6	21	76.0
Chrysler Eight.....1931	8-3x4¼	6A	2A	.011	.005 H	.007 H	A	.022	.020	.018"B	3B	Adv	6	16	84.0
Chrysler Imp. 8.....1931	8-3¼x5	6A	2A	.008	.005 H	.007 H	A	.022	.020	.047"B	3½B	Adv	8½	26	76.0
Chrysler Eight.....1932	8-3¼x4½	6°A	2A	.011	.005 H	.007 H	A	.027	.020	10°B	3B	Au	6	19	80.0
Chrysler Imp.....1932	8-3½x5	6°A	2A	.011	.005 H	.007 H	A	.022	.020	.038"B	3½B	Adv	8½	24	80.0
Chrysler Six.....1932-33	6-3¼x4½	6°A	2½A	.011	.005 H	.007 H	A	.025	.020	10°B	3¼B	Au	6	16	84.0
Chrysler Royal 8.....1933	8-3¼x4½	6°A	2½A	.011	.005 H	.007 H	A	.025	.018	10°B	3¼B	Au	6	19	80.0
Chrysler Imp. Cus. 8.....1933	8-3½x5	6°A	2A	.008	.005 H	.007 H	A	.025	.018	11¼°B	4B	Adv	8½	28	95.0
Chrys. Six CA & CB.....1934	6-3⅜x4¼	TC	TC	.010	.005 H	.007 H	A	.025	.020	TC	TC	Au	6	15½	86.0
Chrys. Roy. Eight CU.1934	8-3¼x4½	2°B	1B	.011	.005 H	.007 H	A	.025	.018	TC	TC	Au	6	23	109.
Chrysler Imp. CV.....1934	8-3¼x4⅞	2°B	1B	.011	.005 H	.007 H	A	.025	.018			Au	6	23	109.
Chrysler Imp. Cus. 8.....1934	8-3½x5	2°B	⅝B	.008	.005 H	.007 H	A	.025	.018			Au	8½	....	109.
Chrys. Airs'm 6-C6.....1935	6-3⅜x4¼	TC	TC	.010	.006 H	.008 H	A	.025	.020	TC	TC	Au	6	17	....
Chrys. Airs'm 8-L2.....1935	8-3¼x4½	2B	1B	.011	.006 H	.008 H	A	.025	.018	TC	TC	Au	6	20½	....
Chrys. Airflow 8-C1.....1935	8-3¼x4⅞	2B	1B	.011	.006 H	.008 H	A	.025	.018	TC	TC	Au	6	19	....
Chrys. Airf'w I. 8-C2.1935	8-3¼x4⅞	2B	1B	.011	.006 H	.008 H	A	.025	.018	5A		Au	6	19½	....
Chrys. Airf'w I. C.-C3.1935	8-3¼x4⅞	2B	⅝B	.011	.006 H	.008 H	A	.025	.018	5A		Au	6	19½	....
Chrys. Airflow I. C. 8.....1935	8-3½x5	2B		.011	.006 H	.008 H	A	.025	.018			Au	8	24	....
Continental 4.....1933	4-3¾x4	TC	TC	.010	.006 H	.008 H	A	.025	.020	7°B	2B	Adv	4	10	76.5
Continental C-600.....1933	6-3x4	TC	TC	.010	.005 H	.008 H	A	.025	.020	2°B	1B	Adv	5	10	80.0
Continental Big 6.....1933	6-3⅜x4	5°B	2B	.012	.010 H	.008 H	A	.030	.020	TC	TC	Adv	6	15	85.0
Continental 41.....1934	4-3⅜x4	TC	TC	.010	.007	.007	A	.028	.020	7°	2B	Adv	4	10	76.0
Cord L-29....1930 to 1932	8-3½x4½	TC	TC	.010	.006 H	.008 H	B	.025	.020	12.8°B	4B	Adv	8	22	82.0
Cunningham V-9...1930-31	8-3⅜x5	5A	2A	....	.001 C	.003 C	....	.028	.020	....	6A	Ret	8	29	76.0
DeSoto.....1929	6-3x4¼	.014"A	2A	.008	.004 H	.006 H	A	.028	.020	.035"B	....	Adv	6	10	76.0
DeSoto Six.....1930	6-3¼x4½	6A	2A	.008	.005 H	.007 H	A	.030	.020	8B	2½B	Adv	6	10	80.0
DeSoto Str. 8.....1930-31	8-2⅞x4½	4A	1½A	.011	.005 H	.007 H	B	.022	.022	10B	3B	Adv	6	....	80.0
DeSoto 6SA.....1931	6-3¼x4½	6A	2A	.011	.005 H	.007 H	A	.022	.020	.055"B	....	Au	6	15	80.0
DeSoto Six.....1932	6-3¼x4¼	6°A	2A	.011	.005 H	.007 H	A	.028	.020	9°B	3B	Au	6	14½	85.0
DeSoto Six.....1933	6-3¼x4⅜	6°A	2½A	.011	.005 H	.007 H	A	.025	.020	....	....	Au	6	16	85.0
DeSoto 6-SE.....1934	6-3⅜x4½	TC	TC	.010	.005 H	.007 H	A	.025	.025	3°A	....	Au	6	20	102.
DeSoto Airs'm 6 SF.1935	6-3⅜x4½	TC	TC	.010	.006 H	.008 H	A	.025	.020	TC	TC	Au	6	17	....
DeSoto Airflow 6 SG.1935	6-3⅜x4½	TC	TC	.010	.006 H	.008 H	A	.025	.020	5A	....	Au	6	17	....
DeVaux 6-75, 6-80.....1932	6-3⅜x4	5°B	15½B	.012	.006 H	.008 H	B	.025	.020	6°B	2B	Adv	6	15	86.5
Dodge.....1925 to 1929	4-3⅞x4½	3A	1A	.005	.004 H	.005 H	A	.030	.020	12B	4B	Adv	6	12½	45.0
Dodge Senior.....1928	6-3¼x4½	TC	TC	.010	.005 H	.005 H	B	.025	.020	10B	3¼B	Adv	7	18	....
Dodge Senior...1928-29-30	6-3⅜x4½	TC	TC	.010	.005 H	.005 H	B	.025	.020	10B	3¼B	Adv	7	18	88.0
Dodge Victory 6...1928-29	6-3⅜x3⅞	TC	TC	.007	.005 H	.005 H	A	.025	.020	4B	1B	Adv	6	14	....
Dodge Std. 6.....1928-29	6-3⅜x3⅞	TC	TC	.007	.005 H	.005 H	A	.025	.020	4B	1B	Adv	6	13	78.0
Dodge 6 DA.....1929-30	6-3⅜x3⅞	TC	TC	.007	.005 H	.005 H	A	.025	.020	4B	1½B	Adv	6	14	78.0
Dodge DD 6.....1930-31	6-3½x4¼	6A	2A	.011	.005 H	.007 H	A	.027	.020	9½B	3B	Adv	6	12	80.0
Dodge DC 8.....1930-31	8-2⅞x4¼	4A	1½A	.011	.005 H	.007 H	B	.025	.020	10B	3B	Adv	7	14	80.0
Dodge Six.....1931	6-3¼x4¼	6A	2A	.011	.005 H	.007 H	A	.022	.020	8B	2B	Au	6	14	86.0
Dodge Eight.....1931	8-3x4¼	6A	2A	.011	.005 H	.007 H	B	.022	.020	.019"B	2B	Au	6	16	86.0
Dodge Bros. Six.....	....	6°A	2A	.011	.005 H	.007 H	A	.027	.020	10°B	3B	Adv	6	14½	85.0
Dodge Six.....1933	6-3¼x4⅜	6°A	2A	.011	.005 H	.007 H	A	.025	.020	....	....	Au	6	14½	88.5
Dodge Eight.....1932-33	8-3¼x4¼	6°A	2½A	.011	.005 H	.007 H	A	.028	.020	10B	4B	Au	5	18	102.5
Dodge 6.....1934	6-3¼x4⅜	6A	2½A	.011	.005 H	.007 H	A	.025	.020	3°A	1A	Adv	6	14½	90.0
Dodge 6 DU.....1935	6-3¼x4⅜	6A	2½A	.011	.006 H	.008 H	A	.025	.020	4A	....	Au	5	17	....
Duesenberg J 1929 to 1935	8-3⅜x4¾	6°B	2B	....	.025	.025	....	.025	.021	11½°A*	....	Ret	12	32	80.0
du Pont G....1929 to 1933	8-3⅜x4½	5°A	1½A	.010	.006	.008	B	.023	.022	TC	TC	Ret	12	26	84.0
Durant 65.....1928-29	6-2⅞x4¾	4A	1A	.012	.007 H	.007 H	B	.026	.017	TC	TC	Ret	6	12	86.5
Durant 75.....1928-29	6-3⅜x4⅝	5A	1½A	.012	.006 H	.006 H	B	.025	.020	8B	2½B	Adv	7	14½	86.5
Durant 40.....1929-30	4-3⅜x4¼	4A	1¼A	.012	.006 H	.006 H	A	.027	.018	TC	TC	Ret	4	8	70.0
Durant 60.....1929-30	6-2⅞x4¾	4A	1A	.008	.006 H	.006 H	B	.025	.020	16B	5B	Adv	6	12	70.0
Durant 66.....1929-30	6-2⅞x4¾	4A	1A	.012	.006 H	.006 H	B	.025	.020	6½B	2B	Adv	6	12	86.5
Durant 70.....1929-30	6-3⅜x4⅝	5A	1½A	.010	.006 H	.008 H	B	.020	.020	6½B	2½B	Adv	6	14	84.0
Durant 6-14.....1930-31	6-3¼x4	5A	1½A	.012	.008 H	.008 H	B	.025	.020	6½B	2B	Adv	7	14½	76.0
Durant 6-17.....1930-31	6-3⅜x4⅝	5A	1½A	.012	.006 H	.006 H	B	.025	.020	8B	2½B	Adv	7	14½	76.0
Durant 621, 622.....1932	6-3¼x4	5°B	15½B	.012	.008	.008	A	.025	.020	6°B	2B	Adv	6	14	84.0
Elcar 75.....1929-30	6-2⅞x4⅜	TC	TC	.010	.006 H	.008 H	B	.025	.021	TC	TC	Ret	6	14	82.0
Elcar 95, 96.....1929-30	8-2⅞x4⅜	TC	TC	.010	.006 H	.008 H	B	.028	.020	TC	TC	Ret	8	14	82.0
Elcar 120.....1929-30	8-3¼x4½	TC	TC	.010	.006 H	.008 H	B	.028	.021	6B	2B	Adv	8	22	82.0
Elcar 75-A.....1930	6-2⅞x4¾	TC	TC	.010	.006 H	.008 H	B	.030	.018	TC	TC	Adv	6	13	82.0
Erskine Six....1928-29-30	6-2⅞x4½	5A	1½A	.010	.008 H	.008 H	B	.025	.019	7½A	2A	Ret	5	13	80.0
Essex.....1925-29	6-2⅝x4½	7A	2A	....	.004 H	.006 H	B	.026	.018	TC	TC	Au	5½	19	....
Essex Super 6.....1929-30	6-2¾x4½	10–B	3B	....	.004 H	.006 H	B	....	.020	TC	TC	Au	6	19	95.0
Essex Super 6.....1931	6-2⅞x4½	....	....	....	.004 H	.006 H	B	.022	.020	TC	TC	Adv	5	19	95.0
Essex Super Six.....1932	6-2⅝x4¼	11°B	3½B	.006	.004 H	.006 H	B	.022	.020	TC	TC	Au	6	19	88.5
Essex Terraplane 6...1933	6-2⅝x4¼	11°B	3½B	.006	.004 H	.006 H	B	.022	.020	TC	TC	....	6	17	95.0
Essex Terraplane 8...1933	8-2⅝x4¼	11°B	3½B	.006	.004 H	.006 H	B	.022	.020	TC	TC	....	6	17	95.0
Falcon Knight 12..1928-29	6-2⅝x3⅞	....	1½A	SI	SI	SI	B	.026	.020	8B	2B	Adv	8	16	67.5

CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING: Intake Valve Opens Before or After T. C. — No. of Degrees	VALVE TIMING: Intake Valve Opens Before or After T. C. — No. of Flywheel Teeth	VALVE TIMING: Inlet Tappet Gap (Ins.)	OPERATING TAPPET CLEARANCE: Inlet (Ins.)	OPERATING TAPPET CLEARANCE: Exhaust (Ins.)	Piston and Rod Assembly Removed From	IGNITION: Spark Plug Gap (Ins.)	IGNITION: Breaker Point Gap (Ins.)	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): Spark Occurs °TC	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): No. Flywheel Teeth Spark Occurs—TC	IGNITION: Timing (1000ths of Inch Indicates Piston Travel): Breaker Housing	Capacity Crankcase (Qts.)	Capacity Cooling System (Qts.)	Compression Pressures, at Cranking Speed
Hupmobile 527.....1935	8-3½x4¾	3A	1A	....	.018	.018	B	.028	.021	7B	2¾B	Adv	8	24	....
Jordan JE.....1928	8-3x4¾	....	....	.008	.004 H	.006 H	B	.030	.018	....	....	Adv	8	17	76.0
Jordan E.....1929	6-3⅜x4⅝	5A	1½A	.012	.004 H	.006 H	B	.030	.024	15B	4½B	Adv	6	17	....
Jordan RE.....1929	6-3⅜x4	....	....	.008	.005 H	.008 H	B	.02	.028	....	....	Adv	5	14	....
Jordan U, 70, 80...1930-31	8-2⅞x4¾	8A	2½A	....	.006	.007	B	.030	.024	8B	2½B	Adv	8	18	79.0
Jordan 90.....1929-30-31	8-3x4¾	8A	2½A	....	.006	.0075	....	.030	.024	15B	....	Adv	8	18	79.0
Jordan Z Speedway...1930	8-3⅜x4½	2A	1½A	....	.010	.010	....	.030	.024	8B	....	Adv	8	30	79.0
Kissel 8-95.....1929-30	8-2⅞x4¾	TC	TC	.010	.007 H	.007 H	B	.027	.021	TC	TC	Ret	11	20	85.0
Kissel 8-126.....1929-30	8-3¼x4½	TC	TC	.010	.007 H	.007 H	B	.027	.021	6B	2B	Adv	12	24	85.0
LaFayette.....1934	6-3¼x4⅜	....	....	.008	.015 H	.015 H	A	.025	.020	....	....	Au	7	19	84.0
LaFayette 3510.....1935	6-3¼x4⅜	....	....	.008	.008	.008	A	.023	.020	....	....	Au	7	19	....
LaSalle 303.....1927-28	8-3½x4⅝	9½B	3B	.004	.004 C	.006 C	B	.027	.023	7½B	2B	Adv	8	21	72.0
LaSalle 328.....1929	8-3¼x4⅝	9½B	3B	.004	.004 C	.006 C	B	.027	.023	7½B	2B	Adv	8	20	84.0
LaSalle 340.....1930	8-3⅜x4⅝	9½B	3B	.004	.004 C	.006 C	B	.028	.020	18½B	5½B	Adv	8	24	79.0
LaSalle 345.....1931	8-3⅜x4⅝	9½B	3B	.006	.004 C	.006 C	B	.025	.020	7½B	2½B	Adv	8	24	85.0
LaSalle 345-B.....1932-33	8-3⅜x4⅝	6°B	2B	.006	.006 C	.008 C	B	.026	.020	9½°B	3B	Au	8	26	86.5
LaSalle.....1934	8-3x4¼	6A	2½A	.015	.006 C	.009 C	B	.025	.024	8B	3B	Au	7	18	....
LaSalle.....1935	8-3x4½	6A	2½A	.015	.006 H	.008 H	B	.025	.024	8B	....	....	7	19	109.
Lincoln.....1928 to 1930	8-3½x5	2½B	1B	.004	.005 C	.005 C	B	.028	.020	5A	1½A	Ret	10	30	72.0
Lincoln V-8.....1931-32	8-3½x5	2½°B	1B	....	.003 C	.004 C	....	.028	.020	....	....	....	10	34	....
Lincoln V-12.....1932	12-3¼x4½	21°B	7B	....	.004 C	.005 C	B	.028	.020	....	....	....	12	34	....
Lincoln V-12-136.....1933	12-3x4½	21°B	6¾B	.003	.004 C	.005	B	.028	.020	7°B	2¼B	....	12	34	88.5
Lincoln V-12-145.....1933	12-3¼x4½	21°B	6¾B	.003	.003 C	.005 C	B	.026	.018	7B	2¼B	Adv	12	34	82.0
Lincoln V-12.....1934	12-3½x4½	21B	7B	.003	.003 C	.005 C	B	.022	.020	7°B	2¼B	Au	13	32	101.
Lincoln V-12.....1935	12-3½x4½	21B	7B	.003	.003 C	.006 C	B	.022	.020	7B	2B	Au	12	32	....
Loco. 48-9-10...1926-27-28	6-4½x5½	20B	....	....	.002 C	.002 C	....	.027	.020	10A	....	Ret	6½	27	60.5
Locomobile 90..1927-28-29	6-3¼x5¼	TC	TC	....	.003 C	.003 C	....	.018	.018	TC	TC	Ret	8	19	60.5
Locomobile 8-66.....1927	8-2⅝ x 4	TC	.007	.005 H	.007 H	B	.025	.019	....	3A	Ret	8	18	78.0
Locomobile 8-70...1928-29	8-2⅞x4¾	8A	2½A	.007	.004 C	.006 C	B	.025	.022	TC	TC	Ret	8	21	78.0
Locomobile 86, 88.....1929	8-3¼x4½	TC	TC	.010	.010 C	.010 C	B	.018	.018	TC	TC	Ret	8	23	84.0
Marmon 6.....1925-28	6-3¾x5½	13A	5A	.014	.088 H	.008 H	....	.030	.026	18B	7B	Adv	10	22	62.0
Marmon 68.....1928	8-2⅞x4¼	6B	1½B	.010	.008 H	.008 H	B	.025	.020	7½B	2B	Adv	6	20	82.0
Marmon 68.....1929	8-2⅝x4¼	6B	1½B	.012	.008 H	.008 H	B	.027	.020	7½B	2B	Adv	7	22	82.0
Marmon 78.....1928-29	8-2⅝x4	6B	1½B	.013	.008 H	.008 H	B	.027	.020	7½B	2B	Adv	7	22	88.5
Marmon Roosev...1930-31	8-2⅝x4¼	6B	1½B	.010	.008 H	.008 H	B	.027	.020	7½B	2B	Adv	7	16	82.0
Marmon Big 8.....1930-31	8-3¼x4¾	TC	.010	.008 H	.008 H	B	.025	.022	5B	2B	Adv	10	28	88.5
Marmon 69, 70.....1930-31	8-2⅝x4¼	6B	1½B	.010	.008 H	.008 H	B	.025	.022	7B	2B	Adv	7	16	82.0
Marmon Eight 79..1930-31	8-3⅜x4¾	TC	TC	.010	.008 H	.008 H	B	.025	.022	5B	2B	Adv	10	28	88.5
Marmon Eight 125.....1932	8-3¼x4¾	TC	TC	.010	.008 H	.008 H	B	.025	.022	5°40°B	2B	Adv	10	28	85.5
Marmon 16...1931 to 1934	6-3½x4	6°B	2B	.014	.008 H	.008 H	B	.022	.015	6°B	2B	Adv	10	31	93.5
Marquette.....1929-30	6-3½x4⅝	5B	1½B	.010	.006 H	.006 H	B	.026	.018	7B	2¼B	Adv	6	12	80.0
Moon 6-72.....1928-29	6-3⅝x4	5A	1A	.008	.004 H	.006 H	A	.028	.018	TC	TC	Ret	5	14	76.0
Moon 8-80.....1928-29	8-3x4¾	8A	2A	.008	.004 H	.006 H	B	.028	.018	....	....	Adv	8	16	76.0
Nash Adv.....1929	6-3¾x5	15A	5A	.012	.012 H	.012 H	B	.025	.022	....	....	Ret	8	23	78.0
Nash Spec.....1927-28	6-3¼x4½	15A	5A	.010	.010 H	.010 H	B	.028	.017	TC	TC	Ret	7	17	70.0
Nash Std. 6.....1928-29	6-3½x4	5A	1A	.005	.007 H	.007 H	A	.025	.020	TC	TC	Au	5	10	65.5
Nash Twin Ign. 8.....1930	8-3¼x4½	15A	4¾A	.012	.012 H	.012 H	B	.020	.020	15B	4½B	Adv	10	23	82.5
Nash Twin Ign. 6.....1930	6-3⅝x4½	15A	4¾A	.012	.012 H	.012 H	B	.020	.020	15B	4½B	Adv	6	16	76.0
Nash 6, 6-60.....1930-31	6-3¼x4⅝	5A	1½A	.008	.008 H	.008 H	A	.020	.020	....	....	Au	5	12	76.0
Nash 8-70.....1931	8-2⅞x4⅝	5A	1½A	.008	.008 H	.008 H	A	.020	.022	....	....	Ret	6	15	76.0
Nash 8-80.....1931	8-3x4¼	15A	4¾A	.012	.012 H	.012 H	B	.020	.020	15B	4¾	Adv	8	16	82.0
Nash 8-90.....1931	8-3¼x4½	15A	4¾A	.012	.012 H	.012 H	B	.020	.020	TC	TC	Ret	10	22	82.0
Nash 960.....1932	6-3¼x4⅝	5°A	1½A	.008	.008 H	.008 H	A	.020	.022	....	....	Ret	5	12	76.0
Nash 970.....1932	8-2⅞x4⅝	5°A	1½A	.008	.008 H	.008 H	A	.020	.022	....	....	Ret	5	15	76.0
Nash 980.....1932	8-3x4¼	15°A	4¾A	.012	.012 H	.012 H	B	.020	.020	15°B	4¾B	Adv	8	20	82.0
Nash 990.....1932	8-3¼x4½	15°A	4¾A	.012	.012 H	.012 H	B	.020	.020	TC	TC	Ret	10	22	82.0
Nash Big Six.....1933	6-3¼x4⅝	....	....	.008	.008 H	.008 H	A	.020	.020	10B	3B	....	7	19	84.0
Nash Std. 8, Spec. 8..1933	8-3x4⅝	5°A	1½A	.008	.008 H	.008 H	A	.020	.022	5°A	1¾A	Ret	7	16	78.0
Nash Adv. 8.....1933	8-3⅜x4¼	15°A	4¾A	.012	.012 H	.012 H	B	.020	.025	15°B	4¾B	Adv	8	21	80.0
Nash Ambas. 8.....1933	8-3⅜x4½	15°A	4¾A	.012	.012 H	.012 H	B	.020	.020	15°B	4¾B	Adv	10	22	80.0
Nash Big 6-1220.....1934	6-3⅝x4⅜	....	....	.015	.015 H	.015 H	A	.022	.020	....	....	....	7	19	82.0
Nash Adv. 8-1280.....1934	8-3½x4¼	....	....	.015	.015 H	.015 H	A	.022	.020	....	....	Au	8	21	82.0
Nash Amb. 8-1290.....1934	8-3½x4½	....	....	.015	.015 H	.015 H	B	.022	.020	....	....	....	10	22	82.0
Nash Adv. 6.....1935	6-3⅝x4⅝	....	....	.015	.015 H	.015 H	A	.025	.020	....	....	....	7	17½	85.0
Nash Adv., Amb. 8.....1935	8-3½x4¼	....	....	.015	.015 H	.015 H	A	.025	.020	....	....	....	8	21	90.0
Oakland AA Six.....1928	6-3½x4¼	5A	1½A	.010	.008 H	.008 H	B	.025	.021	4B	1½B	Ret	6	22	72.0
Oakland AA Six.....1929	6-3⅝x4½	5A	1½A	.010	.008 H	.008 H	B	.025	.022	4B	1½B	Au	6	22	72.0
Oakland 101, 8.....1930-31	8-3⅞x3⅝	TC	TC	.015	.012 H	.012 H	A	.025	.022	7B	2B	....	7	25	78.0
Oldsmobile E.....1927	6-2⅞x4¾	2A	1A	.005	.005 H	.005 H	B	.027	.024	TC	TC	Ret	6	14	70.0
Oldsmobile...1928 to 1931	6-3¾x4½	TC	TC	.010	.008 H	.010 H	A	.025	.024	8B	2½B	Au	6	13	80.0
Oldsmobile F-32.....1932	6-3¾x4½	TC	TC	.010	.008 H	.010 H	A	.025	.021	5°B	2B	Adv	6	16½	84.0
Oldsmobile L-32.....1932	8-3x4¼	TC	TC	.010	.008 H	.010 H	B	.025	.021	5°B	2B	Adv	7	16½	88.5
Oldsmobile F-33.....1933	6-3⅝x4⅜	TC	TC	.010	.008 H	.010 H	B	.025	.021	3½°B	1B	Adv	7	17	84.0
Oldsmobile L-33.....1933	8-3x4¼	TC	TC	.010	.008 H	.010 H	B	.025	.021	3½°B	1B	Adv	7	19	88.5
Oldsmobile F-34.....1934	6-3⅝x4⅜	TC	TC	.012	.008 H	.010 H	A	.025	.020	....	....	Au	6	15	92.0
Oldsmobile L-34.....1934	8-3x4¼	TC	TC	.010	.008 H	.010 H	B	.025	.020	....	....	Au	7	10	92.0
Oldsmobile F-35.....1935	6-3⅝x4⅜	5B	2B	.010	.010 H	.010 H	A	.025	.022	2B	1B	Au	6	13	....
Oldsmobile L-35.....1935	8-3½x4¼	TC	TC	.010	.010 H	.010 H	B	.025	.022	4B	1B	Au	7	15	....
Overland Whip. 98.1928-29	6-3⅛x3⅞	7A	2A	.008	.004 H	.006 H	A	.025	.018	10B	3B	Adv	5	11½	....
Packard 3-36, 3-43.....1927	8-3½x5	TC	TC	.004	.004 H	.004 H	A	.028	.023	6B	2B	Adv	8	24	....
Packard Six.....1927-28	6-3½x5	TC	TC	.004	.004 H	.004 H	A	.025	.023	6B	2B	Adv	7	20	....
Packard 626, 633.....1929	8-3½x5	TC	TC	.004	.004 H	.004 H	....	.025	.018	....	....	Adv	8	20	....
Packard 4-43, 640..1928-29	8-3½x5	TC	TC	.004	.004 H	.004 H	A	.025	.018	5B	2B	Adv	10	25	63.6
Packard 726, [illegible] 1930-31	8-3½x5	20B	6½B	.004	.004 H	.004 H	....	.025	.020	3½°B	2½B	Adv	8	20	....

BULLETIN H-4

TUNE-UP SPECIFICATIONS

CAR Model Year	STARTER LOAD DRAW Cranking Amps	Volts	Lock Amps	Volts	COMPRESSION	SPARK PLUGS Type	Gap	BREAKER POINTS Tension Ounces	Gap	VALVE CLEARANCE HOT Intake	Exhaust	CARBURETOR Make Float Level Chart Key
CHRYSLER -												
6-66 '30	175	4.5	475	3.6	76	10	.027	18	.021	.005	.007	Str. 3/64* B
6-70 '30	175	4.5	475	3.6	74	10	.027	18	.021	.005	.007	Str. 23/64* B
6-77 '30	150	4.4	600	3.0	76	10	.027	18	.022	.005	.008	Str. 23/64* B
6-80 '30	150	4.4	600	3.0	99	2	.027	18	.022	.005	.008	
6-CM '31	165	4.2	600	3.0	76	G12	.022	19	.020	.005	.007	Str. 9/32* B
8 '31	150	4.4	600	3.0	76	G9	.022	18	.020	.005	.007	Str. 23/64* B
8-CD '31	150	4.4	600	3.0	84	G9	.022	18	.020	.005	.007	Str. 23/64* B
8-IMP. '31	150	4.4	600	3.0	76	G12	.022	18	.020	.005	.007	Str. 11/32* B
6-CI '32	165	4.2	600	3.0	101	K12	.028	19	.020	.005	.007	B&B. 1/32** G
8-CP '32	150	4.4	600	3.0	97	K12	.028	24	.014	.005	.007	Str. 23/64 B
8-IMP. '32	150	4.4	600	3.0	97	K12	.028	24	.014	.005	.007	Str. 11/32 B
6-CO '33	165	4.2	475	3.6	101	K10	.025	19	.020	.005	.007	Str. 9/16 H
8-CT '33	160	4.0	600	3.0	97	K12	.025	21	.016	.005	.007	Str. 9/16 H
8-CQ '33	160	4.0	600	3.0	97	K12	.025	21	.016	.005	.007	Str. 9/16 H
8-CL '33	160	4.2	600	3.0	97	K12	.025	21	.016	.005	.007	Str. 9/16 H
6-CA '34	150	4.2	600	3.0	121	S9	.025	19	.020	.005	.007	Car. 5/64 I
6-CB '34	150	4.2	600	3.0	121	S9	.025	19	.020	.005	.007	Car. 5/64 I
8-CU '34	165	4.0	600	3.0	125	SL9	.025	21	.015	.005	.007	
8-CV '34	165	4.0	600	3.0	125	SL9	.025	21	.015	.005	.007	
ArStrm 6 '35	200	5.0	640	3.0	117	K9	.025	18	.020	.006	.008	B&B. 5/64 I
ArStrm 8 '35	200	5.0	640	3.0	121	KL9	.025	18	.018	.006	.008	Str. 9/16* H
ArFlw 8 '35	200	5.1	640	3.0	121	KL9	.025	18	.018	.006	.008	Str. 5/8* H
ArFlImp8 '35	180	5.1	600	3.0	125	KL9	.025	21	.015	.006	.008	Str. 5/8* H
ArFlIC8-137					125	KL9	.025	21	.015	.006	.008	Str. 5/8* H
AFlIC8-146					125	KL9	.025	21	.015	.006	.007	Str. 5/8* H
CONTINENTAL -												
4-40 '33	135	4.5	420	3.0	95	G10	.025	18	.018	.006	.008	Mar. 11/32 D
6-60 '33	135	4.5	420	3.0	97	G10	.025	18	.018	.006	.008	Mar. 1-3/8** D
6-81 '33	160	4.1	520	3.0	98	G10	.025	18	.018	.006	.008	Mar. 1-3/8** D
4-41 '34	135	4.5	420	3.0	93	G10	.025	18	.018	.006	.008	Mar. 11/32 D
CORD -												
8-L29 '30	150	4.6	600	3.0	99	10	.025	18	.020	.006	.008	Sch. 25/64** A
8-L29 '31	150	4.6	600	3.0	99	10	.025	18	.020	.006	.008	Sch. 25/64** A
8-L29 '32	150	4.6	600	3.0	99	10	.025	18	.020	.006	.008	Sch. 25/64** A
CUNNINGHAM-										(COLD)		
8-V9 '30	245	4.1	475	3.0	93	2	.025	20	.020	.0015	.003	
8-V9 '31	245	4.1	475	3.0	93	2	.025	20	.020	.0015	.003	
8-V9 '32	245	4.1	475	3.0	93	2	.025	20	.020	.0015	.003	
DESOTO-												Car. 11/16 F
6 '30	160	4.2	475	3.6	80	G11	.025	18	.020	.005	.007	Str. 11/64* B
8 '30	160	4.2	475	3.6	80	G11	.028	18	.020	.005	.007	Str. 23/64* B
6-SA '31	165	4.2	600	3.0	80	G11	.022	19	.020	.005	.007	Car. 11/16 F
8-CF '31	160	4.2	475	3.6	80	G10	.022	18	.020	.005	.007	Str. 23/64* B
6-SC '32	164	4.2	600	3.0	101	K12	.028	19	.020	.005	.007	B&B. 1/32** G
6-SD '33	165	4.2	475	3.6	101	K12	.025	19	.020	.005	.007	Car. 1/16 I
6-SE '34	160	4.1	600	3.0	124	SL9	.025	19	.020	.005	.007	Car. 5/64 I
ArStm 6 '35	200	5.0	640	3.0	118	KL9	.025	18	.020	.006	.008	B&B. 5/64 I
ArFlw 6 '35	200	5.1	640	3.0	132	KL9	.025	18	.020	.006	.008	B&B. 5/64 I
DODGE -												
6-DD '30	160	4.2	475	3.6	80	G11	.020	18	.020	.005	.007	Car. 11/16 F
8-DC '30	160	4.2	475	3.6	80	G10	.022	18	.020	.005	.007	Str. 23/64* B
6-DH '31	165	4.2	600	3.0	86	G11	.022	19	.020	.005	.007	Car. 11/16 F
8-DG '31	150	4.4	600	3.0	86	G10	.022	18	.020	.005	.007	Str. 23/64* B
6-DL '32	165	4.2	600	3.0	85	K12	.028	19	.020	.005	.007	B&B. 1/32** G
8-DK '32	150	4.4	600	3.0	124	K12	.028	24	.014	.005	.007	Str. 23/64* B
6-DP '33	165	4.2	475	3.6	105	K12	.025	19	.020	.005	.007	Str. 5/8 H
8-DO '33	160	4.0	600	3.0	124	K12	.025	21	.016	.005	.007	Car. 1/16 I
6-DR '34	165	4.2	475	3.6	105	S9	.025	19	.020	.006	.008	
6-DS '34	165	4.2	475	3.6	105	S9	.025	19	.020	.006	.008	
6 '35	180	5.0	505	3.0	132	K9	.025	18	.020	.006	.008	Str. 5/8* P