



# TUNE-UP SPECIFICATIONS

Passenger Cars 1927 to 1934 ABH

ADV - ADVANCED AU - AUTOMATIC RET - RETARD

CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING			OPERATING TAPPET CLEARANCE			IGNITION					Capacity Crankcase (Qtz.)	Capacity Cooling System (Qtz.)	CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING			OPERATING TAPPET CLEARANCE			IGNITION					Capacity Crankcase (Qtz.)	Capacity Cooling System (Qtz.)				
		Intake Valve Opens Before or After T. C.		Inlet Tappet Gap (In.)	Exhaust Valve		Piston and Rod Assembly Removed From	Spark Plug Gap (In.)	Breaker Point Gap (In.)	Timing (1000ths of Inch Indicates Piston Travel)							Capacity Crankcase (Qtz.)	Capacity Cooling System (Qtz.)	Intake Valve Opens Before or After T. C.		Inlet Tappet Gap (In.)	Exhaust Valve		Piston and Rod Assembly Removed From	Spark Plug Gap (In.)	Breaker Point Gap (In.)	Timing (1000ths of Inch Indicates Piston Travel)			Capacity Crankcase (Qtz.)	Capacity Cooling System (Qtz.)		
		No. of Degrees	No. of Fly-wheel Teeth		Inlet (In.)	Exhaust (In.)				Spark Occurs	No. Flywheel Teeth Spark Occurs-TC	Breaker Housing							No. of Degrees	No. of Fly-wheel Teeth		Inlet (In.)	Exhaust (In.)				Spark Occurs					No. Flywheel Teeth Spark Occurs-TC	Breaker Housing
Chevrolet Std. 1934	6-3 1/2x4 1/2	4B.	15A.	0.010	0.008	0.013	A.	0.032	0.021	5B.	2B.	Adv.	5	10	85.	Hupmobile 527. 1935	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chevrolet Master. 1935	6-3 1/2x4 1/2	4B.	15A.	0.006	0.006	0.013	A.	0.032	0.021	5B.	2B.	Adv.	5	10	85.	Jordan JE. 1928	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chevrolet Std. 1935	6-3 1/2x4 1/2	4B.	15A.	0.006	0.006	0.013	A.	0.032	0.021	5B.	2B.	Adv.	5	10	85.	Jordan E. 1929	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chrysler 52. 1928	4-3 1/2x4 1/2	010A.	15A.	0.003	0.004	0.008	B.	0.028	0.018	0.063	4B.	Adv.	4	14	70.0	Jordan RE. 1929	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chrysler 62. 1928	6-3 1/2x4 1/2	014A.	2A.	0.008	0.004	0.008	B.	0.028	0.020	0.067	4B.	Adv.	4	14	70.0	Jordan U, 70, 80, 1930-31	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chrysler 72. 1928	6-3 1/2x4 1/2	017A.	2A.	0.008	0.004	0.008	B.	0.028	0.020	0.067	4B.	Adv.	4	14	70.0	Jordan 90. 1929-30-31	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chr. Imp. 80. 1928-29-30	6-3 1/2x4 1/2	01A.	2A.	0.008	0.004	0.008	B.	0.028	0.020	0.067	4B.	Adv.	4	14	70.0	Jordan Z. 1929-30	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chrysler 65. 1929	6-3 1/2x4 1/2	014A.	2A.	0.008	0.004	0.008	B.	0.028	0.020	0.067	4B.	Adv.	4	14	70.0	Kaiser 8-9. 1929-30	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chrysler 75. 1929	6-3 1/2x4 1/2	01A.	2A.	0.008	0.004	0.008	B.	0.028	0.020	0.067	4B.	Adv.	4	14	70.0	Kaiser 8-126. 1929-30	8-3 1/2x4 1/2	3A.	1A.	0.018	0.018	B.	0.028	0.021	7B.	2 1/2B.	Adv.	8	24	100.			
Chrysler 66. 1930-31	6-3 1/2x4 1/2	2A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	2 1/2B.	Adv.	6	15	70.0	LaFayette 1934	6-3 1/2x4 1/2	TC	TC	0.010	0.007	H.	0.007	H.	0.027	0.021	TC	TC	Ret.	11	20	85.0	
Chrysler 70. 1930-31	6-3 1/2x4 1/2	2A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	2 1/2B.	Adv.	6	15	70.0	LaFayette 3510. 1935	6-3 1/2x4 1/2	TC	TC	0.010	0.007	H.	0.007	H.	0.027	0.021	TC	TC	Ret.	11	20	85.0	
Chrysler 5. 1930-31	6-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	LaSalle 305. 1927-28	8-3 1/2x4 1/2	0 1/2B.	3B.	0.004	0.004	C.	0.006	C.	0.027	0.023	7 1/2B.	2B.	Adv.	8	24	100.	
Chrysler 77. 1930	6-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	LaSalle 328. 1929	8-3 1/2x4 1/2	0 1/2B.	3B.	0.004	0.004	C.	0.006	C.	0.027	0.023	7 1/2B.	2B.	Adv.	8	24	100.	
Chrysler Eight. 1931	8-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	LaSalle 340. 1930	8-3 1/2x4 1/2	0 1/2B.	3B.	0.004	0.004	C.	0.006	C.	0.027	0.023	7 1/2B.	2B.	Adv.	8	24	100.	
Chrysler Imp. 8. 1931	8-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	LaSalle 345-B. 1932-33	8-3 1/2x4 1/2	0 1/2B.	3B.	0.006	0.006	C.	0.006	C.	0.025	0.020	7 1/2B.	2 1/2B.	Adv.	8	24	100.	
Chrysler Eight. 1932	8-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	LaSalle. 1934	8-3 1/2x4 1/2	0 1/2B.	3B.	0.006	0.006	C.	0.006	C.	0.025	0.020	7 1/2B.	2 1/2B.	Adv.	8	24	100.	
Chrysler Imp. 1932	8-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	LaSalle. 1935	8-3 1/2x4 1/2	0 1/2B.	3B.	0.006	0.006	C.	0.006	C.	0.025	0.020	7 1/2B.	2 1/2B.	Adv.	8	24	100.	
Chrysler Six. 1932-33	6-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	LaSalle. 1928 to 1930	8-3 1/2x4 1/2	0 1/2B.	3B.	0.004	0.005	C.	0.005	C.	0.028	0.020	7 1/2B.	2 1/2B.	Adv.	8	24	100.	
Chrysler Royal 8. 1933	8-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	Lincoln. 1928 to 1930	8-3 1/2x4 1/2	0 1/2B.	3B.	0.004	0.005	C.	0.005	C.	0.028	0.020	7 1/2B.	2 1/2B.	Adv.	8	24	100.	
Chrysler Imp. Cus. 8. 1933	8-3 1/2x4 1/2	6A.	2A.	0.011	0.005	0.007	H.	0.030	0.020	0.020	3 1/2B.	Adv.	6	15	70.0	Lincoln V-8. 1931-32	8-3 1/2x4 1/2	0 1/2B.	3B.	0.004	0.005	C.	0.005	C.	0.028	0.020	7 1/2B.	2 1/2B.	Adv.	8	24	100.	
Chry. Six CA & CB. 1934	6-3 1/2x4 1/2	TC.	TC.	0.010	0.005	0.007	H.	0.030	0.020	0.020	TC.	TC.	Adv.	6	15	84.0	Lincoln V-12. 1932	12-3 1/2x4 1/2	2 1/2B.	7B.	0.004	0.005	C.	0.005	C.	0.028	0.020	7 1/2B.	2 1/2B.	Adv.	12	34	101.
Chry. Roy. Eight CU 1934	8-3 1/2x4 1/2	TC.	TC.	0.010	0.005	0.007	H.	0.030	0.020	0.020	TC.	TC.	Adv.	6	15	84.0	Lincoln V-12. 1933	12-3 1/2x4 1/2	2 1/2B.	7B.	0.004	0.005	C.	0.005	C.	0.028	0.020	7 1/2B.	2 1/2B.	Adv.	12	34	101.
Chrysler Imp. CV. 1934	8-3 1/2x4 1/2	2B.	1B.	0.011	0.005	0.007	H.	0.030	0.020	0.020	TC.	TC.	Adv.	6	15	84.0	Lincoln V-12. 1934	12-3 1/2x4 1/2	2 1/2B.	7B.	0.004	0.005	C.	0.005	C.	0.028	0.020	7 1/2B.	2 1/2B.	Adv.	12	34	101.
Chrysler Imp. Cus. 8. 1934	8-3 1/2x4 1/2	2B.	1B.	0.011	0.005	0.007	H.	0.030	0.020	0.020	TC.	TC.	Adv.	6	15	84.0	Loco. 48-9-10. 1926-27-28	6-4 1/2x4 1/2	20B.	TC	0.002	0.002	C.	0.002	C.	0.027	0.020	10A.	2B.	Adv.	12	32	87.0
Chry. Air'm 6-C6. 1935	6-3 1/2x4 1/2	TC.	TC.	0.010	0.006	0.008	H.	0.025	0.018	TC.	TC.	Adv.	6	17	80.0	Locomobile 90. 1927-28-29	6-3 1/2x4 1/2	TC	TC	0.003	0.003	C.	0.003	C.	0.018	0.018	TC	TC	Ret.	8	19	60.5	
Chry. Air'm 8-L2. 1935	8-3 1/2x4 1/2	2B.	1B.	0.011	0.006	0.008	H.	0.025	0.018	TC.	TC.	Adv.	6	17	80.0	Locomobile 8-66. 1927	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Chry. Air'fow 8-C1. 1935	8-3 1/2x4 1/2	2B.	1B.	0.011	0.006	0.008	H.	0.025	0.018	TC.	TC.	Adv.	6	17	80.0	Locomobile 8-70. 1928-29	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Chry. Air'w L. 8-C2. 1935	8-3 1/2x4 1/2	2B.	1B.	0.011	0.006	0.008	H.	0.025	0.018	TC.	TC.	Adv.	6	17	80.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Chry. Air'w L. C-C3. 1935	8-3 1/2x4 1/2	2B.	1B.	0.011	0.006	0.008	H.	0.025	0.018	TC.	TC.	Adv.	6	17	80.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Chry. Air'fow L. C. 1935	8-3 1/2x4 1/2	2B.	1B.	0.011	0.006	0.008	H.	0.025	0.018	TC.	TC.	Adv.	6	17	80.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Continental 4. 1933	4-3 1/2x4 1/2	TC.	TC.	0.010	0.006	0.008	H.	0.025	0.020	7 1/2B.	2B.	Adv.	5	10	70.5	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Continental C-60. 1933	6-3 1/2x4 1/2	TC.	TC.	0.010	0.006	0.008	H.	0.025	0.020	7 1/2B.	2B.	Adv.	5	10	70.5	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Continental Big 6. 1933	6-3 1/2x4 1/2	5B.	2B.	0.012	0.010	0.008	H.	0.030	0.020	7 1/2B.	2B.	Adv.	5	10	80.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Continental 41. 1934	4-3 1/2x4 1/2	TC.	TC.	0.010	0.007	0.007	H.	0.030	0.020	7 1/2B.	2B.	Adv.	5	10	80.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Cord L-29. 1930 to 1932	8-3 1/2x4 1/2	TC.	TC.	0.010	0.006	0.008	H.	0.025	0.020	12 1/2B.	4B.	Adv.	4	10	76.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
Cunningham V-9. 1930-31	8-3 1/2x4 1/2	5A.	2A.	0.001	0.003	C.	0.028	0.020	6A.	Ret.	8	29	76.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5						
DeSoto. 1929	6-3 1/2x4 1/2	014A.	2A.	0.008	0.004	0.008	B.	0.028	0.020	0.035	B.	Adv.	6	10	76.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
DeSoto Six. 1930	6-3 1/2x4 1/2	01A.	2A.	0.008	0.004	0.008	B.	0.028	0.020	0.035	B.	Adv.	6	10	76.0	Locomobile 86, 88. 1929	8-2 1/2x4 1/2	TC	TC	0.007	0.005	H.	0.025	0.019	3A.	Ret.	8	19	60.5				
DeSoto Six. 8. 1930-31	6-3 1/2x4 1/2	4A.	1 1/2A.	0.011	0.005	0.007	H.	0.02																									

# SPECIFICATIONS FOR 1936 PASSENGER CARS

Make and Model of Car	Allowable Starter Draw in Amperes (Normal Temp.)	Maximum Generator Output in Amperes	Type of Automatic Voltage or Current Regulator	
AUBURN.....	6-54..... 8-52.....	135-145..... 120-130.....	16-18..... 16-18.....	None None
BUICK.....	36-40..... All Others.....	115-125..... 155-165.....	18-20..... 18-20.....	None 5594 Delco Remy
CADILLAC.....	36-60 } 36-70 } 36-75 } 36-80 } 36-85 } 36-90 }	145-155..... 135-145..... 145-155.....	18-20..... 20-22..... 20-22.....	5559 Delco Remy 5559 Delco Remy 5559 Delco Remy
CHEVROLET.....	Standard 6..... Master 6.....	95-105..... 95-105.....	16-18..... 18-20.....	None None
CHRYSLER.....	C-7 } C-9 } C-8..... C-10 } C-11 }	135-145..... 185-195..... 115-125.....	19-21..... 19-21..... 19-21.....	TC4301a-Autolite TC4301a-Autolite TC4301a-Autolite
CORD.....	All.....	105-115.....	20-22.....	TC4302a-Autolite
DESOTO.....	All.....	130-140.....	19-21.....	TC4301a-Autolite
DODGE.....	All.....	155-165.....	19-21.....	TC4301a-Autolite
FORD.....	All.....	95-105.....	13-15.....	None
GRAHAM.....	80..... 90..... 110.....	95-105..... 85-95..... 115-125.....	16-18..... 18-20..... 18-20.....	None None None
HUDSON.....	All.....	115-125.....	20-22.....	TC4304a-Autolite
HUPMOBILE.....	G..... N.....	145-155..... 135-145.....	16-18..... 20-22.....	None TC4302a-Autolite
LAFAYETTE.....	All.....	115-125.....	16-18.....	None
LA SALLE.....	All.....	95-105.....	18-20.....	5559 Delco Remy
LINCOLN.....	All.....	145-155.....	20-22.....	TC4302a-Autolite or TC4305a-Autolite None
LINCOLN ZEPHYR.....	All.....	210-225.....	16-18.....	
NASH.....	3620..... 3640 } 3640-A } 3680.....	115-125..... 135-145..... 125-135.....	20-22..... 16-18..... 20-22.....	TC4313a-Autolite None TC4313a-Autolite
OLDSMOBILE.....	All.....	85-95.....	20-22.....	5588 Delco Remy
PACKARD.....	120-B..... 1400 } 1401 } 1402 } All Others.....	165-175..... 115-125..... 130-140.....	20-22..... 28-30..... 28-30.....	TC4302B-Autolite None None
PIERCE-ARROW.....	1601..... All Others.....	145-155..... 155-165.....	28-30..... 28-30.....	None None
PLYMOUTH.....	P-1..... P-2.....	145-155..... 145-155.....	16-18..... 19-21.....	None TC4301a-Autolite
PONTIAC.....	All.....	95-105.....	20-22.....	5557 Delco Remy
REO.....	All.....	75-85.....	16-18.....	None
STUDEBAKER.....	3-A..... 4-A..... 2-C.....	165-175..... 165-175..... 115-125.....	16-18..... 20-22..... 20-22.....	None TC4302a-Autolite 5546 Delco Remy
TERRAPLANE.....	61..... 62.....	115-125..... 115-125.....	16-18..... 20-22.....	None TC4304a-Autolite
WILLYS.....	All.....	90-100.....	14-16.....	None

