

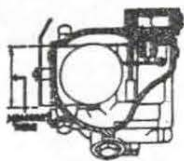
TUNE-UP SPECIFICATIONS

CAR Model Year	STARTER LOAD DRAW				COM- PRES- SION	SPARK PLUGS		BREAKER POINTS		VALVE CLEARANCE		CARBURETOR	
	Cranking Amps	Lock Volts	Lock Amps	Lock Volts		Type	Gap	Tension Ounces	Gap	Intake	Exhaust	Make	Float Level Chart Key
AUBURN -													
6-85 '30	175	4.5	350	3.2	89	C4 .025	18	.022	.006	.008	Sch.	5/32*	A
8-95 '30	175	4.5	350	3.2	82	C4 .025	18	.022	.006	.008	Sch.	25/64*	A
125 '30	175	4.5	570	3.1	82	C4 .025	18	.022	.006	.008	Sch.	25/64*	A
8-98 '31	160	4.5	600	3.0	82	C4 .025	18	.020	.006	.008	Sch.	1-3/4**	A
8-100 '32	175	4.5	570	3.1	99	C7S .025	18	.020	.006	.008	Sch.	1-3/4*	A
12-160 '32	265	4.0	600	3.0	111	C4 .025	18	.018	.010	.010	Str.	9/32***	B
8-101 '33	275	3.7	570	3.1	99	2 .026	18	.020	.006	.008	Str.	9/16*	B
8-105 '33	275	3.7	570	3.1	99	2 .026	18	.020	.006	.008	Str.	9/16*	B
12-165 '33	265	4.0	600	3.0	111	C7 .025	18	.018	.010	.010	Str.	9/16*	B
6-52 '34	225	4.2	550	3.0	121	J7 .025	18	.020	.006	.008	Car.	3/8	C
8-50 '34	275	4.3	582	3.0	121	J7 .025	19	.015	.007	.007	Str.		
6-53 '35	240	5.0	555	3.0	121	J6 .025	18	.018	.006	.006	Car.	3/8	C
8-51 '35	290	4.5	582	3.0	121	J6 .025	18	.013	.006	.006	Str.	15/32*	H
AUSTIN -													
4 '35	130	5.0	520	4.0	95	C7 .025	18	.020	.003	.004	Til.	7/8	O
BUICK -													
6-40 '30	165	4.2	600	3.0	66	G12 .025	18	.020	.008	.008	Mar.	19/64	D
6-50 '30	165	4.2	600	3.0	62	G12 .025	18	.020	.008	.008	Mar.	19/64	D
6-60 '30	165	4.2	600	3.0	62	G12 .025	18	.020	.008	.008	Mar.	19/64	D
8 Cyl '31	165	4.2	600	3.0	71	J12 .025	18	.020	.008	.008	Mar.	19/64	D
8 Cyl '32	165	4.2	600	3.0	77	J12 .025	18	.020	.008	.008	Mar.	19/64	D
8-50 '33	170	4.1	600	3.0	99	H9 .020	21	.020	.008	.008	Mar.	1-3/16	D
8-60 '33	170	4.1	600	3.0	99	H9 .020	21	.020	.008	.008	Mar.	1-3/16	D
8-80 '33	185	4.0	600	3.0	87	J12 .025	21	.020	.008	.008	Mar.	1-3/16	D
8-90 '33	185	4.0	600	3.0	87	H9 .020	21	.020	.008	.008	Mar.	1-3/16	D
8-40 '34	175	4.1	475	3.6	100	H9 .020	21	.015	.008	.008	Mar.	13/32	D
8-50 '34	170	4.1	600	3.0	99	H9 .020	21	.015	.008	.008	Mar.	1-7/32	D
8-60 '34	185	4.0	600	3.0	99	H9 .020	21	.015	.008	.008	Mar.	1-7/32	D
8-90 '34	185	4.0	600	3.0	90	H9 .020	21	.015	.008	.008	Mar.	1-7/32	D
40 '35	185	4.9	475	3.6	105	H9 .020	19	.015	.008	.008	Str.	15/32*	H
50 '35	180	5.1	600	3.0	99	H9 .020	19	.015	.008	.008	Mar.	1-7/32*	D
60 '35	195	5.1	600	3.0	99	H9 .020	19	.015	.008	.008	Mar.	1-7/32*	D
90 '35	195	5.1	600	3.0	90	H9 .020	19	.015	.008	.008	Mar.	1-7/32*	D
CADILLAC -													
8-353 '30	245	4.0	600	3.0	79	G10 .025	18	.020	.004	.006	Own	7/16*	E
16-452 '30	265	4.0	600	3.0	89	G10 .025	18	.015	automatic		Own	7/16*	E
8-355A '31	245	4.0	600	3.0	85	G10 .025	18	.020	.004	.006	Own	7/16*	E
12-370A '31	265	4.0	600	3.0	82	G8 .025	18	.018	automatic		Own	7/16*	E
16-452A '31	265	4.0	600	3.0	89	G8 .025	18	.015	automatic		Own	7/16*	E
8-355B '32	245	4.0	600	3.0	103	D8 .025	18	.020	.004	.006	Own	7/16*	E
12-370B '32	265	4.0	600	3.0	103	D8 .025	18	.018	automatic		DtL.	13/16	P
16-452B '32	265	4.0	600	3.0	103	D8 .025	18	.018	automatic		DtL.	13/16	P
8-355C '33	245	4.0	600	3.0	103	G7 .025	18	.020	.004	.006	Own	7/16	E
12-370C '33	265	4.0	600	3.0	110	G7 .025	18	.018	automatic		DtL.	13/16	P
16-452C '33	265	4.0	600	3.0	110	G8 .025	18	.015	automatic		DtL.	13/16	P
8-355D '34	250	3.9	600	3.0	121	G6 .025	21	.015	.004	.006	DtL.	13/16	P
12-370D '34	265	4.0	600	3.0	121	G6 .025	19	.018	automatic		DtL.	13/16	P
16-452D '34	265	4.0	600	3.0	121	G6 .025	19	.018	automatic		DtL.	13/16	P
NOTE: After engine unit #12-1116 valve clearance should be .006 intake and .008 exhaust.													
V-8 '35	260	5.1	600	3.0	121	G6 .025	19	.015	.006	.010	DtL.	7/16	P
V-12 '35	280	5.2	600	3.0	117	G6 .025	21	.018	automatic		DtL.	13/16	P
V-16 '35	280	5.2	600	3.0	117	G6 .025	21	.015	automatic		DtL.	13/16	P
CHEVROLET -													
AD '30	165	4.3	475	3.6	76	G12 .025	19	.018	.006	.006	Car.	3/4	F
AE '31	165	4.3	475	3.6	76	G12 .025	19	.018	.006	.008	Car.	3/4	F
BA '32	165	4.3	475	3.6	97	G12 .025	19	.018	.006	.008	Car.	3/8	C
CA '33	165	4.3	475	3.6	97	K9 .032	19	.020	.006	.008	Car.	3/8	G
CC '33	165	4.3	475	3.6	97	K9 .032	19	.020	.006	.008	Car.	3/8	G
DA '34	165	4.3	475	3.6	97	K10 .032	19	.020	.006	.013	Car.	3/8	C
DC '34	165	4.3	475	3.6	105	K9 .032	19	.020	.006	.013	Car.	3/8	G
Std 6 '35	175	5.2	475	3.6	109	K11 .032	19	.020	.006	.013	Car.	3/8	G
Mstr 6 '35	175	5.2	525	3.4	109	K11 .032	19	.020	.006	.013	Car.	3/8	C

TUNE-UP SPECIFICATIONS

CAR Model Year	STARTER LOAD DRAW				COM- PRES- SION	SPARK PLUGS		BREAKER POINTS		VALVE CLEARANCE		CARBURETOR	
	Cranking		Lock			Type	Gap	Tension	Gap	Intake	Exhaust	Make	Float Level Chart Key
	Amps	Volts	Amps	Volts				Ounces					
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	KL2	.028	19	.020	.005	.007	B&B. 1/32**	G
8-CP '32	150	4.4	600	3.0	97	KL2	.028	24	.014	.005	.007	Str. 23/64	B
8-IMP. '32	150	4.4	600	3.0	97	KL2	.028	24	.014	.005	.007	Str. 11/32	B
6-CO '33	165	4.2	475	3.6	101	KL0	.025	19	.020	.005	.007	Str. 9/16	H
8-CT '33	160	4.0	600	3.0	97	KL2	.025	21	.016	.005	.007	Str. 9/16	H
8-CQ '33	160	4.0	600	3.0	97	KL2	.025	21	.016	.005	.007	Str. 9/16	H
8-CL '33	160	4.2	600	3.0	97	KL2	.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-													
6 '30	160	4.2	475	3.6	80	G11	.025	18	.020	.005	.007	Car. 11/16	F
8 '30	160	4.2	475	3.6	80	G11	.028	18	.020	.005	.007	Str. 11/64*	B
6-SA '31	165	4.2	600	3.0	80	G11	.022	19	.020	.005	.007	Str. 23/64*	B
8-CF '31	160	4.2	475	3.6	80	G10	.022	18	.020	.005	.007	Car. 11/16	F
6-SC '32	164	4.2	600	3.0	101	KL2	.028	19	.020	.005	.007	Str. 23/64*	B
6-SD '33	165	4.2	475	3.6	101	KL2	.025	19	.020	.005	.007	B&B. 1/32**	G
6-SE '34	160	4.1	600	3.0	124	SL9	.025	19	.020	.005	.007	Car. 1/16	I
ArStm 6 '35	200	5.0	640	3.0	118	KL9	.025	18	.020	.006	.008	Car. 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	KL2	.028	19	.020	.005	.007	B&B. 1/32**	G
8-DK '32	150	4.4	600	3.0	124	KL2	.028	24	.014	.005	.007	Str. 23/64*	B
6-DP '33	165	4.2	475	3.6	105	KL2	.025	19	.020	.005	.007	Str. 5/8	H
8-DO '33	160	4.0	600	3.0	124	KL2	.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		
8-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*	F

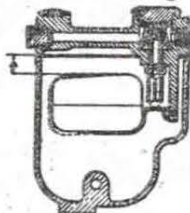
A Schebler



Correct Float Level

*Carburetor float level—measure accurately from carburetor body to float.

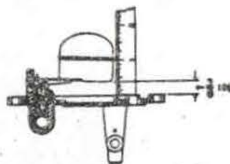
B Stromberg



Correct Float Level

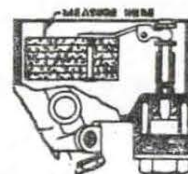
*Carburetor gasoline level is 9/16" below top of float
***Carburetor float level from machined surface of float chamber cover to float

C Carter



Correct Float Level
Remove Cork Pump Gasket

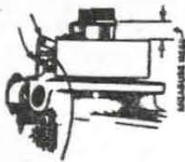
D Marvel



Correct Float Level

Float Level Measured from machined surface of Float Bowl to bottom of Float.

E Cadillac-LaSalle

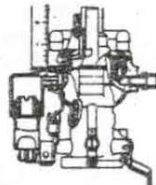


Correct Float Level

*Measured from the bottom of the float to the machined surface at the lower side or the body against which the bowl is placed.

Below top of Float Bowl Casting

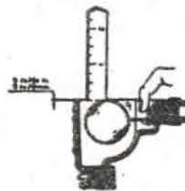
F Carter



Correct Float Level

(Remove Gasket—Measure from Machined Surface)

G B & B



Correct Float Level

** Measured from top of float chamber to top of float.

H Stromberg

Float Level specifications given are fuel level, and are measured from top of float to the liquid level with engine idling.

* Measured from top surface of float chamber, with engine idling.

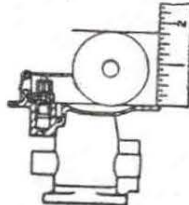
I Carter



Use Gauge

5/64 inch below surface of body casting

J Tillotson

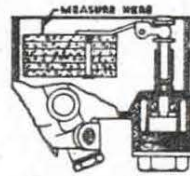


Gasoline Level

*Remove upper body of carburetor, turn upside down measure from gasket face to top of float.

**Gasoline level—Measured from top of float chamber to level of gasoline.

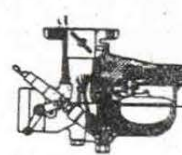
K Marvel



Correct Float Level

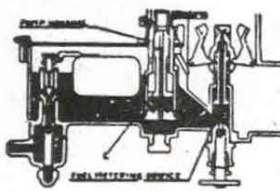
* Fuel Level Measured from machined surface of float bowl to Liquid Level

L Ford



Correct Float Level

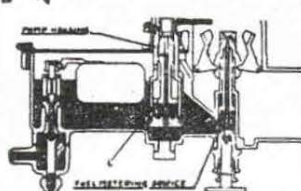
M Det Lubricator



Correct Float Level

5/16" From Top of Float Chamber to Top of Float

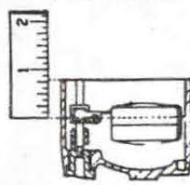
N Packard



Correct Float Level

5/16 in. from top of Float Chamber to Top of Float

O Tillotson



Correct Float Level or Gasoline Level

*Float level—Remove upper body of carburetor—turn upside down—measure from gasket face to top of float. **Gasoline level—Measure from top of float chamber to gasoline.

P STROMBERG Detroit Lubricator

Float level is measured from the machine surface of the upper edge of the float bowl to the liquid level.

Engine Stopped.