

YEAR	1936	1936
MAKE	DeSoto	DeSoto
OFFICIAL NAME	AIRSTREAM SIX	AIRFLOW SIX
MODEL SERIES	S-1 (Deluxe)	S-2
FIRST ENG. NO.	S1- 1001	S2- 1001
FIRST SER. NO. DET. CAN.	5500001 5089001	9664641 9603551
NUMBER OF CYLINDERS	6	6
BORE & STROKE	3-3/8 by 4-1/2	3-3/8 by 4-1/2
DISPLACEMENT	241.5 cu. in.	241.5 cu. in.
RATED HP. (AMA)	27.34	27.34
COMPRESSION RATIO	6.0 - 1 w/ std C.I. head	6.5 - 1 w/ std AL head
DEVELOPED HP.	93 @ 3400 RPM	100 @ 3400 RPM
OPT. COMP. RATIO	6.5 - 1 w/ opt. AL head	7.0 - 1 w/ opt AL head
OPT. DEVELOPED HP.	100 @ 3400 RPM	105 @ 3400 RPM
YEAR	1934	1934
MAKE	Chrysler	Chrysler
OFFICIAL NAME	SIX CYLINDER	SIX CYLINDER
MODEL SERIES	CA	CB
FIRST ENG. NUMBER	CA- 1001	CB- 1001
FIRST SER. NO. DET. CAN.	6650001 none	6700001 none
NUMBER OF CYLINDERS	6	6
BORE & STROKE	3-3/8 by 4-1/2	3-3/8 by 4-1/2
DISPLACEMENT	241.5 cu. in.	241.5 cu. in.
RATED HP. (AMA)	27.34	27.34
COMPRESSION RATIO	5.4 - 1 w/ std. C.I. head	5.4 - 1 w/ std C.I. head
DEVELOPED HP.	93 @ 3400 RPM	93 @ 3400 RPM
OPT. COMP. RATIO	6.2 - 1 w/ opt. AL head	6.2 - 1 w/ opt. AL head
OPT. DEVELOPED HP.	100 @ 3400 RPM	100 @ 3400 RPM

YEAR	1934	1934
MAKE	Chrysler	Chrysler
OFFICIAL NAME	AIRFLOW EIGHT	AIRFLOW IMPERIAL EIGHT
MODEL SERIES	CU	CV
FIRST ENGINE NUMBER	CU- 1001	CV- 1001
FIRST SER. NO. DET. CAN.	6593001	(3) 7010001
NUMBER OF CYLINDERS	none 8	none 8
BORE & STROKE	3-1/4 by 4-1/2	3-1/4 by 4-7/8
DISPLACEMENT	298.6 cu. in.	323.5 cu. in.
RATED HP. (AMA)	33.80	33.80
COMPRESSION RATIO	6.5 - 1 w/ std AL head	6.5 - 1 w/ std. AL head
DEVELOPED HP. (2)	130 @ 3400 RPM	130 @ 3400 RPM
OPT. COMP. RATIO	none	none
OPT. DEVELOPED HP.	none	none

YEAR	1934	1934
MAKE	Chrysler	Chrysler
OFFICIAL NAME	AIRFLOW CUST. INT., 150 HP	AIRFLOW CUSTOM IMPERIAL
MODEL SERIES	CW	CX
FIRST ENGINE NUMBER	CW- 1001	CX- 1001
FIRST SER. NO. DET. CAN.	7803751	7901401
NUMBER OF CYLINDERS	none 8	none 8
BORE & STROKE	3-1/2 by 5	3-1/4 by 4-7/8
DISPLACEMENT	384.8 cu. in.	323.5 cu. in.
RATED HP. (AMA)	39.20	
COMPRESSION RATIO	6.5 - 1 w/ std. AL head	
DEVELOPED HP.	150 @ 3200 RPM	
OPT. COMP. RATIO	none	
OPT. DEVELOPED HP.	none	

YEAR	1935	1935
MAKE	Chrysler	Chrysler
OFFICIAL NAME	AIRFLOW CUST. IMP., 150 HP	AIRSTREAM EIGHT
MODEL SERIES	CW*	CZ
FIRST ENGINE NUMBER	CW*- 1001	CZ- 1001
FIRST SER? NO. DET. CAN.	7803799 none	6701501 9755421
NUMBER OF CYLINDERS	8	8
BORE & STROKE	3-1/2 by 5	3-1/4 by 4-1/8
DISPLACEMENT	384.8 cu. in.	273.8 cu. in.
RATED HP. (AMA)	39.20	33.80
COMPRESSION RATIO	6.5 - 1 w/ std. AL head	6.2 - 1 w/ std C.I. head
DEVELOPED HP.	150 @ 3400 RPM	105 @ 3400 RPM
OPT. COMP. RATIO	None	7.0 - 1 w/ std. AL head
OPT. DEVELOPED HP.	none	

YEAR	1935	1935
MAKE	Chrysler	Chrysler
OFFICIAL NAME	AIRFLOW EIGHT	AIRFLOW IMPERIAL
MODEL SERIES	C-1	C-2
FIRST ENGINE NUMBER	C1- 1001	C2- 1001
FIRST SER. NO. DET. CAN.	6601201 9821126	7012301 9850401
NUMBER OF CYLINDERS	8	8
BORE & STROKE	3-1/4 by 4-7/8	3-1/4 by 4-7/8
DISPLACEMENT	323.5 cu. in.	323.5 cu. in.
RATED HP. (AMA)	33.80	33.80
COMPRESSION RATIO	6.2 - 1 w/ std. C.I. head	6.5 - 1 w/ std. AL head
DEVELOPED HP.	115 @ 3400 RPM	130 @ 3400 RPM
OPT. COMPRESS. RAT.	6.5 - 1 w/ opt. AL head	7.45 - 1 w/ opt AL head
OPT. DEVELOPED HP.	130 @ 3400 RPM	138 @ 3400 RPM

YEAR	1935 1935	1935
MAKE	Chrysler	Chrysler
OFFICIAL NAME	AIRFLOW CUSTOM IMPERIAL	AIRSTREAM SIX
MODEL SERIES	C-3	C-6
FIRST ENGINE NUMBER	C3- 1001	C6- 1001
FIRST SER. NO. DET. CAN.	7528551 none	6800001 9703366
NUMBER OF CYLINDERS	8	6
BORE & STROKE	3-1/4 by 4-7/8	3-3/8 by 4-1/2
DISPLACEMENT	323.5 cu. in.	241.5 cu. in.
RATED HP. (AMA)	33.80	27.34
COMPRESSION RATIO	6.5 - 1 w/ std. AL head	6.0 - 1 w/ std. C.I. head
DEVELOPED HP.	130 @ 3400 RPM	93 @ 3400 RPM
OPT. COMP. RATIO	7.45 - 1 w/ opt. AL head	6.5 - 1 w/ opt. AL head
OPT. DEVELOPED HP.	138 @ 3400 RPM	100 @ 3400 RPM

YEAR	1936	1936
MAKE	Chrysler	Chrysler
OFFICIAL NAME	AIRSTREAM SIX	AIRSTREAM EIGHT
MODEL SERIES	C-7	C-8
FIRST ENGINE NUMBER	C7- 1001	C8- 1001
FIRST SER. NO. DET. CAN.	6823301 9704601	6701501 6710501 9755816
NUMBER OF CYLINDERS	6	8
BORE & STROKE	3-3/8 by 4-1/2	3-1/4 by 4-1/8
DISPLACEMENT	241.5 cu. in.	273.8 cu. in.
RATED HP. (AMA)	27.34	33.80
COMPRESSION RATIO	6.0 - 1 w/ std. C.I. head	6.2 - 1 w/ std. C.I. head
DEVELOPED HP.	93 @ 3400 RPM	105 @ 3400 RPM
OPT. COMP. RATIO	6.5 - 1 w/ opt. AL head	7.0 - 1 w/ opt. AL head
OPT. DEVELOPED HP.	100 @ 3400 RPM	

YEAR	1936	1936
MAKE	Chrysler	Chrysler
OFFICIAL NAME	AIRFLOW EIGHT	AIRFLOW IMPERIAL
MODEL SERIES	C-9	C-10
FIRST ENGINE NUMBER	C9- 1001	C10- 1001
FIRST SER. NO. DET. CAN.	6606201 9821216	7014901 9850436
NUMBER OF CYLINDERS	8	8
BORE & STROKE	3-1/4 by 4-7/8	3-1/4 by 4-7/8
DISPLACEMENT	323.5 cu. in.	323.5 cu. in.
RATED HP. (AMA)	33.80	33.80
COMPRESSION RATIO	6.2 - 1 w/ std. C.I. head	6.5 - 1 w/ std. AL head
DEVELOPED HP.	105 @ 3400 RPM	130 @ 3400 RPM
OPT. COMP. RATIO	6.5 - 1 w/ opt. AL head	7.45 - 1 w/ opt. AL head
OPT. DEVELOPED HP.	110 @ 3400 RPM	138 @ 3400 RPM

YEAR	1936	1937
MAKE	Chrysler	Chrysler
OFFICIAL NAME	AIRFLOW CUST. IMPERIAL	IMPERIAL
MODEL SERIES	C-11	C-14
FIRST ENGINE NUMBER	C11- 1001	C14- 1001
FIRST SER. NO. DET. CAN.	7803855 none	6719601 9756331
NUMBER OF CYLINDERS	8	8
BORE & STROKE	3-1/4 by 4-7/8	3-1/4 by 4-1/8
DISPLACEMENT	323.5 cu. in.	273.8 cu. in.
RATED HP. (AMA)	33.80	33.80
COMPRESSION RATIO	6.5 - 1 w/ std. AL head	6.7 - 1
DEVELOPED HP.	130 @ 3400 RPM	110 @ 3600 RPM
OPT. COMP. RATIO	7.45 - 1 w/ opt. AL head	7.4 - 1
OPT. DEVELOPED HP.	138 @ 3400 RPM	

Tune-Up—Ignition

MODEL IDENTIFICATION

SERIAL NUMBER:—On right front door hinge pillar post. First number each model as follows:

	Detroit	Canada
Model C-9.....	6,606,201.....	9,821,216
Model C-10.....	7,014,901.....	9,850,436
Model C-11.....	7,803,851.....	none

ENGINE NUMBER:—First number—C9, C10, or C11-1001. Stamped on boss back of water pump.

See Chrysler Special Shop Notes for engine number lettering data.

TUNE-UP

COMPRESSION:—**Ratio**—6.2-1 Cast-iron hd. (Std. C9), 6.5-1 Aluminum head (Optl. C9, Std. C10, 11), 7.45-1 Aluminum head (Optl. C10, 11).

Pressure—6.2-1 Cast-iron head 120-130 lbs. at 1000 R.P.M. or approx. 106 lbs. at cranking speed. 6.5-1 Al. head 145-155 lbs. at 1000 R.P.M. or approx. 117 lbs. at cranking speed. 7.45-1 Al. head 160-170 lbs. at 1000 R.P.M. or approx. 124 lbs. at cranking speed.

VACUUM READING:—Gauge should show steady reading of 16-18" with engine idling at 7-8 M.P.H.

FIRING ORDER: 1-6-2-5-8-3-7-4.

SPARK PLUGS: Champion Type J-8 (C9 with Cast Iron Head), Type H-10 (All Aluminum Heads). 14 mm. Gaps—.025".

IGNITION: See Coil, Condenser, and Distributor.

Breaker Gap—.017". Cam Angle 27° (closed).

Automatic Advance—11° max. at 1600 RPM (IGT-4001C-1 Distr.), 1850 RPM (IGT-4001E-1 Distr.). Distr. degrees and RPM.

Vacuum Advance—5° distr. with 14" vacuum (IGT-4001C-1 Distr.), 6° distr. with 12" vacuum (IGT-4001E-1 Distr.).

IGNITION TIMING: See Ignition Timing.

Std. Setting—At TDC (6.2-1 Hd.), 5° ATDC (6.5-1 Head), 9° ATDC (7.45-1 Head) with "0" dead center mark or correct degree mark on impulse neutralizer in line with indicator on front of engine.

NOTE—If Ethyl fuel used with 6.5-1 Head on Model C9, set ignition at 2° BTDC.

CARBURETION: See Carburetor & Carb. Equipment.

Idle Setting—One screw (C9), two screws (C10, C11) midway between "miss" and "roll" points. Idle speed 7-8 MPH.

Float Level—Fuel level 5/8" below top edge of bowl.

Accelerating Pump—Inner hole (min. stroke)—Summer, Outer hole (max. stroke)—Winter.

NOTE—Center hole standard setting for C9.

Fuel Pump Pressure: 4½ lbs. maximum.

VALVES: See Valve Timing.

Tappet Clearance:—.006" Int., .008" Exh. with engine hot. .010" Exh., recommended for sustained high speed.

NOTE—Right front wheel and cover plate under fender should be removed for work on valves.

STARTING: See Battery, Starter, Generator, Regulator.

IGNITION

IGNITION SWITCH: Mitchellock. Model 24-B, Type 6744. Connected to coil by armored cable.

Ignition Lock—Yale & Towne Mod. DP-108 Mitchell No. 6286.

COIL: Auto-Lite Model CE-4618. Service Coil (less Switch & Cable) CE-3224JS. Mounted on hood ledge.

Ignition Current—2.5 amperes idling, 5.5 stopped.

YEAR	1937	1937
MAKE	Chrysler	Chrysler
OFFICIAL NAME	CUSTOM IMPERIAL	ROYAL
MODEL SERIES	G-15	G-16
FIRST ENGINE NUMBER	G15- 1001	G16- 1001
FIRST SER. NO. DET. CAN.	7804001 none	6865101 9706386
NUMBER OF CYLINDERS	8	6
BORE & STROKE	3-1/4 by 4- 7/8	3-3/8 by 4-1/4
DISPLACEMENT	323.5 cu. in.	228.1 cu. in.
RATED HP. (AMA)	33.80	27.34
COMPRESSION RATIO	6.5 - 1	6.5 - 1 w/ std. AL head
DEVELOPED HP.	130 @ 3400 RPM	93 @ 3600 RPM
OPT. COMP. RATIO	7.45 - 1	7.0 - 1 w/ opt. AL head
OPT. DEVELOPED HP.		100 @ 3600 RPM

YEAR	1937
MAKE	Chrysler
OFFICIAL NAME	AIRFLOW MODEL G-17
MODEL SERIES	G-17
FIRST ENGINE NUMBER	G17- 1001
FIRST SER. NO. DET. CAN.	7019401 none
NUMBER OF CYLINDERS	8
BORE & STROKE	3-1/4 by 4-7/8
DISPLACEMENT	323.5 cu. in.
RATED HP. (AMA)	33.80
COMPRESSION RATIO	6.5 - 1 w/ std. AL head
DEVELOPED HP.	130 @ 3400 RPM
OPT. COMP. RATIO	7.45 - 1
OPT DEVELOPED HP.	

NOTES !!

- (1) 5082201 via another source
- (2) 122 HP. @ 3400 RPM via another source
- (3) 7010101 via another source

CONDENSER: Auto-Lite Part No. IG-3927.
Capacity—.25-.28 microfarad.

DISTRIBUTOR: Auto-Lite Model IGT-4001C-1, IGT-4001E-1. Single breaker, 8 lobe cam, full automatic advance type with auxiliary vacuum spark control. See Electrical Equipment Section for special servicing directions on these distributors.

For complete data, refer to Electrical Equipment Index.
Breaker Gap—Set at .017".
Cam Angle or Dwell—27° closed, 18° open (distrib.).
Breaker Arm Spring Tension—18-20 ounces.

Automatic Advance—IGT-4001C-1

Distributor		Engine	
Degrees	R.P.M.	Degrees	R.P.M.
Start	350	0	700
3	400	6	800
6	850	12	1700
9	1300	18	2600
11	1600	22	3200

Automatic Advance—IGT-4001E-1

Distributor		Engine	
Degrees	R.P.M.	Degrees	R.P.M.
Start	350	0	700
3	400	6	800
6	950	12	1900
9	1500	18	3000
11	1850	22	3700

Vacuum Spark Control—Provides additional advance for intermediate speed range above idling except when engine is accelerated or operated with wide open throttle.

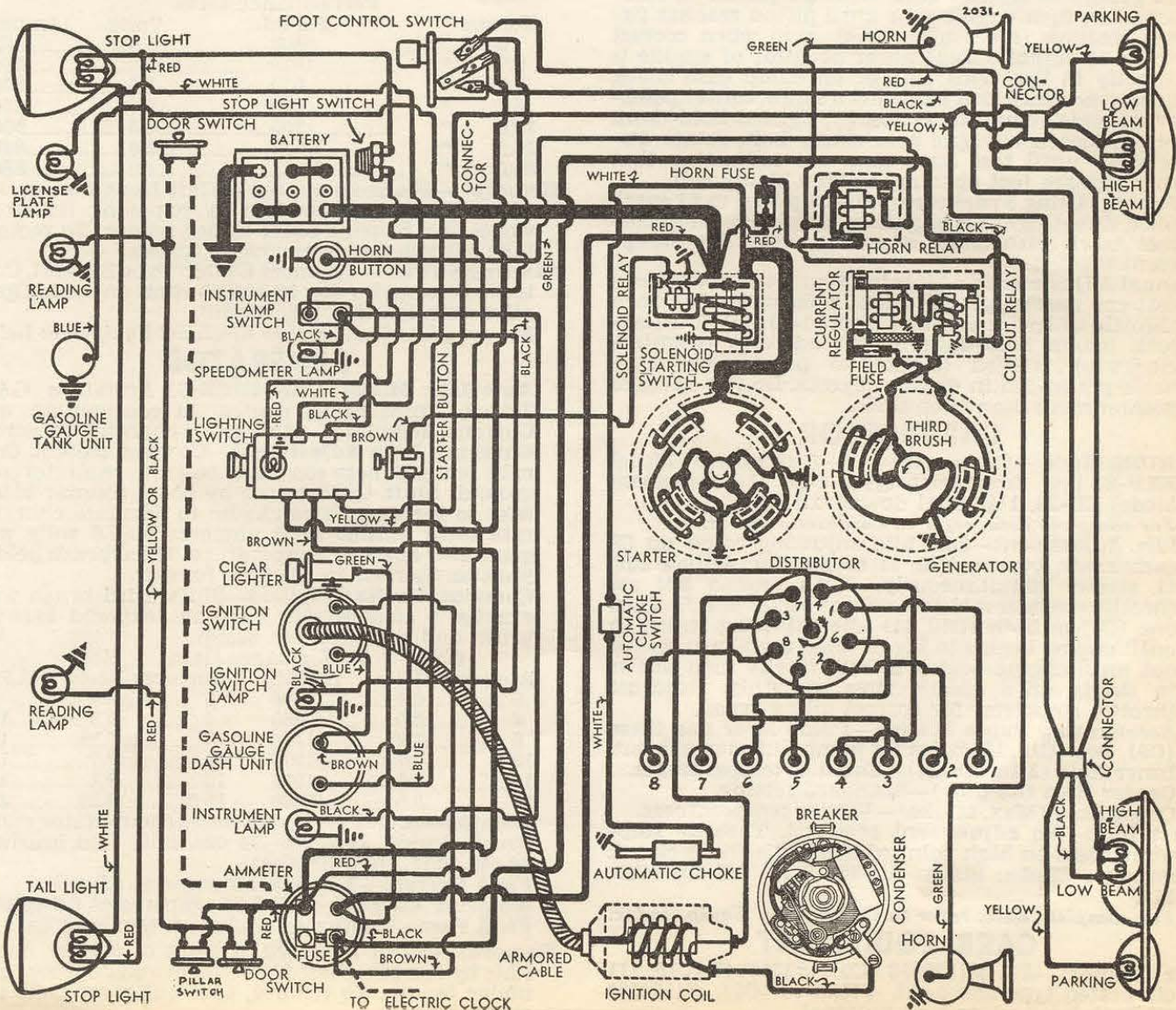
Vacuum Spark Advance—IGT-4001C-1

Distr. Degrees	Eng. Degrees	Vacuum (" of HG)
Start	0°	5.2"
5°	10°	14"

Vacuum Spark Advance—IGT-4001E-1

Start	0°	5.1"
6°	12°	12"

CONTINUED ON NEXT PAGE



Fuel Pump:—AC. Type D #1521790 diaphragm type (C9 only). Type I #1523023 (C9 with overdrive), #1521549 (C10, 11 std.) comb. fuel & vacuum pump.

For complete data, refer to Carburetion Equip. Index.

Gasoline Gauge:—Motometer Electric. Dash unit—NG-7808-D. Tank Unit—NG-6876-T.

For complete data, refer to Carburetion Equip. Index.

BATTERY

BATTERY:—Willard, Type WH-4-17, RH-4-17 (Export). 6 volt, 17 plate, 136 amp. hr. capacity (20 hr. rate).
Starting Capacity—160 amperes for 20 minutes.
Zero Capacity—300 amperes for 5.4 minutes.
Grounded Terminal—Positive (+) terminal.
Location—Under left hand front seat.

STARTER

Auto-Lite Model MAX-4003. Armature MAW-2030.
Drive—Magnetic shift outboard pinion.
Cranking Engine—Approx. 200 amperes at 5.0 volts.
Rotation—Counter-clockwise at commutator end.
Brush Spring Tension—31-42 ozs. (new brushes).

Performance Data

Torque	R.P.M.	Volts	Amperes
0 ft. lbs.	5300	5.5	65
2.75 "	1630	5.0	200
5.5 "	970	4.5	300
8.7 "	600	4.0	400
12.0 "	300	3.5	500
16.5 "	Lock	3.0	640
25.0 "	Lock	4.0	880

Removal:—Flange mounted on left front face on fly-wheel housing. Accessible by removing left front wheel and housing cover under fender. To remove, take out two flange mounting screws.

Starting Switch:—Solenoid Switch Type SS-4101. Controlled through relay by pushbutton on dash. Operative with ignition turned 'on'.

For complete data, refer to Electrical Equipment Index.

GENERATOR

Auto-Lite Model GAR-4608B-5. Armature GAR-2116-F. Third brush control in conjunction with Current Regulator (two-rate charging control).
Charging Rate Adjustment—Use test meters. Connect jumper between fuse cup on regulator and ground. Shift third brush by hand counter-clockwise to increase or clockwise to decrease charging rate until output is 21 amperes at 8.6 volts with generator at room temperature. Third brush held in position by friction. Remove jumper.

Commutator Bar Method—Shift third brush until exactly 4 commutator bars are exposed between brush and nearest main brush.

Cold Performance Data Hot

Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
0	6.4	800	0	6.4	825
4	6.8	950	4	6.8	1000
8	7.25	1100	8	7.25	1200
12	7.7	1275	12	7.7	1440
16	8.1	1525	16	8.1	1825
21	8.6	2400	18.5	8.35	2500

Rotation—Counter-clockwise at commutator end.
Brush Spring Tension—24 ozs. min. (old brushes), 36 ozs. max. (new brushes).

Field Current—3.51-3.89 amperes at 6.0 volts.

Motoring Current—5.03-5.57 amperes at 6.0 volts.

Field Fuse—5 amperes in plug on regulator case.

Removal:—Pivot mounted at front of engine. Accessible by removing left front wheel and housing cover under fender. To remove, take out pivot bolts and clamp bolt.

Belt Adjustment:—Loosen mounting bolts, pull generator out or away from engine until tension as measured on spring scale is 45-50 lbs.

REGULATOR

Auto-Lite Model TC-4301A. "Two-Charge" Type. On generator. Consists of Cutout Relay & Current Regulator (two rate charging control).

For complete data, refer to Electrical Equipment Index.

Cutout Relay

Cuts In—6.5-7.25 volts.

Cuts Out—5-2.5 amperes discharge current.

Contact Gap—.015-.045".

Air Gap—.010-.030" with contacts closed.

Current Regulator

Contacts Open—8.25-8.75 volts at 70° F.

Contacts Close—1.2-1.4 volts below opening point.

Contact Gap—.005" minimum.

Air Gap—.045" with contacts closed.

LIGHTING

LIGHTING:—**Headlamps**—Hall, Pre-focused type. Head lamps aimed straight ahead (upper beam, with lenses in place). Lower beam deflected slightly to right. Upper and lower beams controlled by foot selector switch.

Headlamp Beam Indicator—In light switch knob. Lighted when headlamp upper beams in use.

Switches

Lighting—Chrysler Part No. 655559. Douglas Switch

Foot Selector—Clum Model 9661.

Stop Light—R.B.M. No. 910. Hydraulic type mounted on brake master cylinder.

Bulb Specifications

Position	Candlepower	Mazda No.
Headlamps	32-32	2331
Parking, Ign.Sw.	1½	55
Stop and Tail	21-3	1158
Instrument	3	63
Reading	15	87

MISC. ELECTRICAL

FUSES:—**Lighting**—20 ampere on back of ammeter.

Generator Field—5 ampere in plug on regulator.

Twin Horns—30 ampere in connector near starter.

HORNS:—Klaxon Model K-33-D Type 1955 (low note), 1956 (high note). Vibrator type, blended tone, twin horns operated by horn relay.

Horn Type	Current at 6 volts	Air Gap
1955 (low note)	12-14	.045-.050"
1956 (high note)	11-13	.036-.040"

Horn Relay:—Model 266-TK. Requires .25 amperes at 2 volts min. to close contacts. Current draw .8 amps.

Contact Gap—.015-.025".

Air Gap—.012-.017" with contacts closed.

ENGINE

ENGINE SPECIFICATIONS:—8 cylinder, 'L' head.

Bore—3¼". **Stroke**—4⅞".

Displacement—323.5 cubic ins. **Rated H.P.**—33.80.

Developed Horsepower—For each model as follows:

Model	Comp. Ratio	HP. and R.P.M.
C9 Std.	6.2-1	105 at 3400
C9 Optl.	6.5-1	110 at 3400
C10, 11 Std.	6.5-1	130 at 3400
C10, 11 Optl.	7.45-1	138 at 3400

Compression & Vacuum Reading—See Tune-up data.

CONTINUED FROM PRECEDING PAGE

Distributor Removal:—Mounted on left side of crankcase. To remove, take out hold-down screw in advance arm, lift out. Distributor accessible by taking off cover plate under left front fender.

IGNITION TIMING

IGNITION TIMING:—Settings for all engines as follows

	Flywheel Degs.	Piston Position
6.2-1 Std C9 hd.	At TDC.0000" TDC.
6.5-1 Optl. C9 hd. std. fuel	5° ATDC0118" ATDC.
6.5-1 Optl. C9 hd. Ethyl	" 2° BTDC0019" BTDC.
6.5-1 Std. C10, 11 hd.	5° ATDC0118" ATDC.
7.45-1 Optl. " Ethyl fuel	9° ATDC0381" ATDC.

See 'Manual Adjustment' (following) for final setting for best performance depending on fuel used.
NOTE—Impulse neutralizer at front of engine marked with 15 one degree graduations before and after 'O' mark at top dead center.

Timing (Using Timing Light)—Connect timing light between distributor terminal and battery terminal on generator control unit. With #1 piston on compression, turn engine over until piston reaches firing position (see table above), stop when correct mark on impulse neutralizer at front of engine is directly in line with pointer on chain case cover. Loosen advance arm hold-down screw, center pointer on scale (opposite 'O' mark), tighten hold-down screw, loosen advance arm clamp bolt, rotate distributor until test lamp goes out indicating that contacts are just opening, tighten clamp bolt.

Timing (Using Synchroscope)—Clip lead to #1 spark plug, direct light on impulse neutralizer, fill in correct mark with chalk or white paint. See Equipment Section.

Manual Adjustment:—After ignition set as above, road test car and adjust for slight ping with wide open throttle when accelerating from 10-30 M.P.H. To adjust, loosen hold-down screw, advance (counter-clockwise), retard (clockwise) pointer on scale. Scale graduated in engine degrees. Do not advance pointer more than 5° on scale.

CARBURETOR

CARBURETION:—Carburetor—C9—Stromberg Model EXV-3, 1½" downdraft type. C10, 11—Stromberg Model EE-22, 1¼" dual downdraft type.

For complete data, refer to Carburetor Index.

Idle Adjustment—One idle adjusting screw on C9 carburetor, two on C10, 11 carburetor. Adjust C10, 11 screws simultaneously. With engine hot set throttle stopscrew to idle engine at 7-8 M.P.H. Turn one (C9) or both (C10, 11) idle adjusting screws in until engine begins to lag or miss, then turn screws out until engine begins to roll, finally turn screws in slowly until engine fires smoothly. Readjust throttle stopscrew for correct idling speed.

Accelerating Pump Setting—Pump lever has three (C9), two (C10, 11) holes for pump link engagement. Inner Hole (Min. stroke)—Summer temperatures. Center Hole (C9 only)—Standard setting. Outer Hole (Max. stroke)—Winter temperatures.

Fast Idle:—No adjustment required. Throttle stopscrew rests on high point of cam with choke closed. Automatic Choke: Sisson AC-751 (C9), AC-600 (C10, 11).

For complete data, refer to Carburetion Equip. Index.

CARB. EQUIPMENT

Air Cleaner:—AC. #1525933 (C9), #1526747 (C10, 11) oil-wetted type standard, #1526588 (C9), #1526589 oil-bath heavy duty type optional.

Fuel Pump:—AC. Type D #1521790 diaphragm type (C9 only). Type I #1523023 (C9 with overdrive), #1521549 (C10, 11 std.) comb. fuel & vacuum pump.

For complete data, refer to Carburetion Equip. Index.

Gasoline Gauge:—Motometer Electric. Dash unit—NG-7808-D. Tank Unit—NG-6876-T.

For complete data, refer to Carburetion Equip. Index.

BATTERY

BATTERY:—Willard, Type WH-4-17, RH-4-17 (Export). 6 volt, 17 plate, 136 amp. hr. capacity (20 hr. rate).

Starting Capacity—160 amperes for 20 minutes.

Zero Capacity—300 amperes for 5.4 minutes.

Grounded Terminal—Positive (+) terminal.

Location—Under left hand front seat.

STARTER

Auto-Lite Model MAX-4003. Armature MAW-2030.

Drive—Magnetic shift outboard pinion.

Cranking Engine—Approx. 200 amperes at 5.0 volts.

Rotation—Counter-clockwise at commutator end.

Brush Spring Tension—31-42 ozs. (new brushes).

Performance Data

Torque	R.P.M.	Volts	Amperes
0 ft. lbs.	5300	5.5	65
2.75 "	1630	5.0	200
5.5 "	970	4.5	300
8.7 "	600	4.0	400
12.0 "	300	3.5	500
16.5 "	Lock	3.0	640
25.0 "	Lock	4.0	880

Removal:—Flange mounted on left front face on flywheel housing. Accessible by removing left front wheel and housing cover under fender. To remove, take out two flange mounting screws.

Starting Switch:—Solenoid Switch Type SS-4101. Controlled through relay by pushbutton on dash. Operative with ignition turned 'on'.

For complete data, refer to Electrical Equipment Index.

GENERATOR

Auto-Lite Model GAR-4608B-5. Armature GAR-2116-F. Third brush control in conjunction with Current Regulator (two-rate charging control).

Charging Rate Adjustment—Use test meters. Connect jumper between fuse cup on regulator and ground. Shift third brush by hand counter-clockwise to increase or clockwise to decrease charging rate until output is 21 amperes at 8.6 volts with generator at room temperature. Third brush held in position by friction. Remove jumper.

Commutator Bar Method—Shift third brush until exactly 4 commutator bars are exposed between brush and nearest main brush.

Commutator Bar Method—Shift third brush until exactly 4 commutator bars are exposed between brush and nearest main brush.

Cold			Hot		
Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
0	6.4	800	0	6.4	825
4	6.8	950	4	6.8	1000
8	7.25	1100	8	7.25	1200
12	7.7	1275	12	7.7	1440
16	8.1	1525	16	8.1	1825
21	8.6	2400	18.5	8.35	2500

Rotation—Counter-clockwise at commutator end.

Brush Spring Tension—24 ozs. min. (old brushes), 36 ozs. max. (new brushes).

Field Current—3.51-3.89 amperes at 6.0 volts.

Motoring Current—5.03-5.57 amperes at 6.0 volts.

Field Fuse—5 amperes in plug on regulator case.

Removal:—Pivot mounted at front of engine. Accessible by removing left front wheel and housing cover under fender. To remove, take out pivot bolts and clamp bolt.

Motor Car Price,

BODY, MAKE AND MODEL		No. of Passengers	No. of Doors	Price	Net Weight*	Wheelbase	Rear Axle Gear Ratio	Wheels (Type and Make)	Non-Shatterable Glass	BODY, MAKE AND MODEL	No. of Passengers	No. of Doors	Price	Net Weight*	Wheelbase	Rear Axle Gear Ratio	Wheels (Type and Make)	Non-Shatterable Glass	BODY, MAKE AND MODEL	No. of Passengers	No. of Doors	Price	Net Weight*	Wheelbase	Rear Axle Gear Ratio	Wheels (Type and Make)	Non-Shatterable Glass		
AUBURN										DE SOTO										HUDSON									
Standard 5										Standard										Standard 8									
Brougham										Town Sedan										Coach									
Sedan										Coupe										Comp. Victoria									
Cabriolet										Brougham										Sedan									
Custom 6										Six										Comp. Sedan									
Brougham										Coupe										Coupe									
Sedan										Conv. Coupe										Comp. Sedan									
Cabriolet										Sedan										Coupe									
Phaeton										Brougham										Comp. Sedan									
Standard 8										Conv. Sedan										Comp. Sedan									
Brougham										Dodge										Comp. Sedan									
Sedan										Six										Comp. Sedan									
Cabriolet										Coupe										Comp. Sedan									
Custom 8										Conv. Coupe										Comp. Sedan									
Brougham										Sedan										Comp. Sedan									
Sedan										Brougham										Comp. Sedan									
Cabriolet										Conv. Sedan										Comp. Sedan									
Phaeton										Dodge										Comp. Sedan									
12-165										Duesenb'g										Comp. Sedan									
Speedster										Chassis										Comp. Sedan									
Pha. Sedan										Chassis										Comp. Sedan									
Brougham										Chassis										Comp. Sedan									
Sedan										Chassis										Comp. Sedan									
Cabriolet										Chassis										Comp. Sedan									
Austin										Ford 8										Comp. Sedan									
Roadster										DeL. Rdstr.										Comp. Sedan									
Std. Coupe										DeL. Phaeton										Comp. Sedan									
Pickup										Coupe 3W										Comp. Sedan									
D. Cpe.										Cabriolet										Comp. Sedan									
Victoria										Victoria										Comp. Sedan									
Tudor Sedan										Tudor Sedan										Comp. Sedan									
Fordor Sedan										Fordor Sedan										Comp. Sedan									
DeL. Fordor										DeL. Fordor										Comp. Sedan									
Hupmobile										Hupmobile										Comp. Sedan									
417										417										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
421J										421J										Comp. Sedan									
Coupe										Coupe										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Victoria										Victoria										Comp. Sedan									
427										427										Comp. Sedan									
Coupe										Coupe										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Victoria										Victoria										Comp. Sedan									
Franklin										Franklin										Comp. Sedan									
Series 18C										Series 18C										Comp. Sedan									
Olympic										Olympic										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Coupe										Coupe										Comp. Sedan									
Conv. Coupe										Conv. Coupe										Comp. Sedan									
Series 19B										Series 19B										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Sedan, Oxford										Sedan, Oxford										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Club Sedan										Club Sedan										Comp. Sedan									
Limousine										Limousine										Comp. Sedan									
Series 17B										Series 17B										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Club Bro'm										Club Bro'm										Comp. Sedan									
Limousine										Limousine										Comp. Sedan									
Graham										Graham										Comp. Sedan									
Standard 6										Standard 6										Comp. Sedan									
Coupe										Coupe										Comp. Sedan									
Conv. Coupe										Conv. Coupe										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Sedan-Trunk										Sedan-Trunk										Comp. Sedan									
Special 8										Special 8										Comp. Sedan									
Coupe										Coupe										Comp. Sedan									
Conv. Coupe										Conv. Coupe										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Sedan-Trunk										Sedan-Trunk										Comp. Sedan									
Conv. Coupe										Conv. Coupe										Comp. Sedan									
Continental										Continental										Comp. Sedan									
41										41										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
DeL. Sedan										DeL. Sedan										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Del. Coupe										Del. Coupe										Comp. Sedan									
Bus. Coupe										Bus. Coupe										Comp. Sedan									
Lincoln										Lincoln										Comp. Sedan									
V-12-136										V-12-136										Comp. Sedan									
Coupe										Coupe										Comp. Sedan									
Conv. Rdstr.										Conv. Rdstr.										Comp. Sedan									
Conv. Pha.										Conv. Pha.										Comp. Sedan									
Coupe										Coupe										Comp. Sedan									
Town Sedan										Town Sedan										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Coupe										Coupe										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Limousine										Limousine										Comp. Sedan									
V-12-145										V-12-145										Comp. Sedan									
Touring										Touring										Comp. Sedan									
Conv. Coupe										Conv. Coupe										Comp. Sedan									
Conv. Sedan										Conv. Sedan										Comp. Sedan									
Sedan										Sedan										Comp. Sedan									
Limousine										Limousine										Comp. Sedan									

ABBREVIATIONS:
 †—Overall length
 *—Italic figures denote shipping weight
 ‡—Price on application
 A—Artillery (Wheels)
 AE—Artillery-Bimel
 AK—Artillery-Kelsey-Hayes
 AM—Artillery-Motor Wheel
 AS—Artillery-St. Marys
 C—Optional (Wheel)
 CK—Optional-Kelsey-Hayes
 CM—Optional-Motor Wheel
 D—Disk (Wheels)
 d—Dual Ratio
 DM—Disk-Motor Wheel
 DO—Disk-Own
 M—Motor Wheel
 N—Not furnished
 O—Optional at extra cost
 S—Steel Spoke
 SB—Steel Spoke Budd
 SK—Steel Spoke-Kelsey-Hayes
 SM—Steel Spoke-Motor Wheel
 T—Throughout
 V—Ventilators and Windshield
 W—Windshield
 W—Wire (Wheels)
 WB—Wire Budd
 WD—Wire-Dayton
 WK—Wire-Kelsey-Hayes
 WM—Wire-Motor Wheel
 WO—Wire-Own
 WS—Wire-St. Marys

