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.

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 Degrees	R.P.M.	Engine 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 Degrees	R.P.M.	Engine 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.

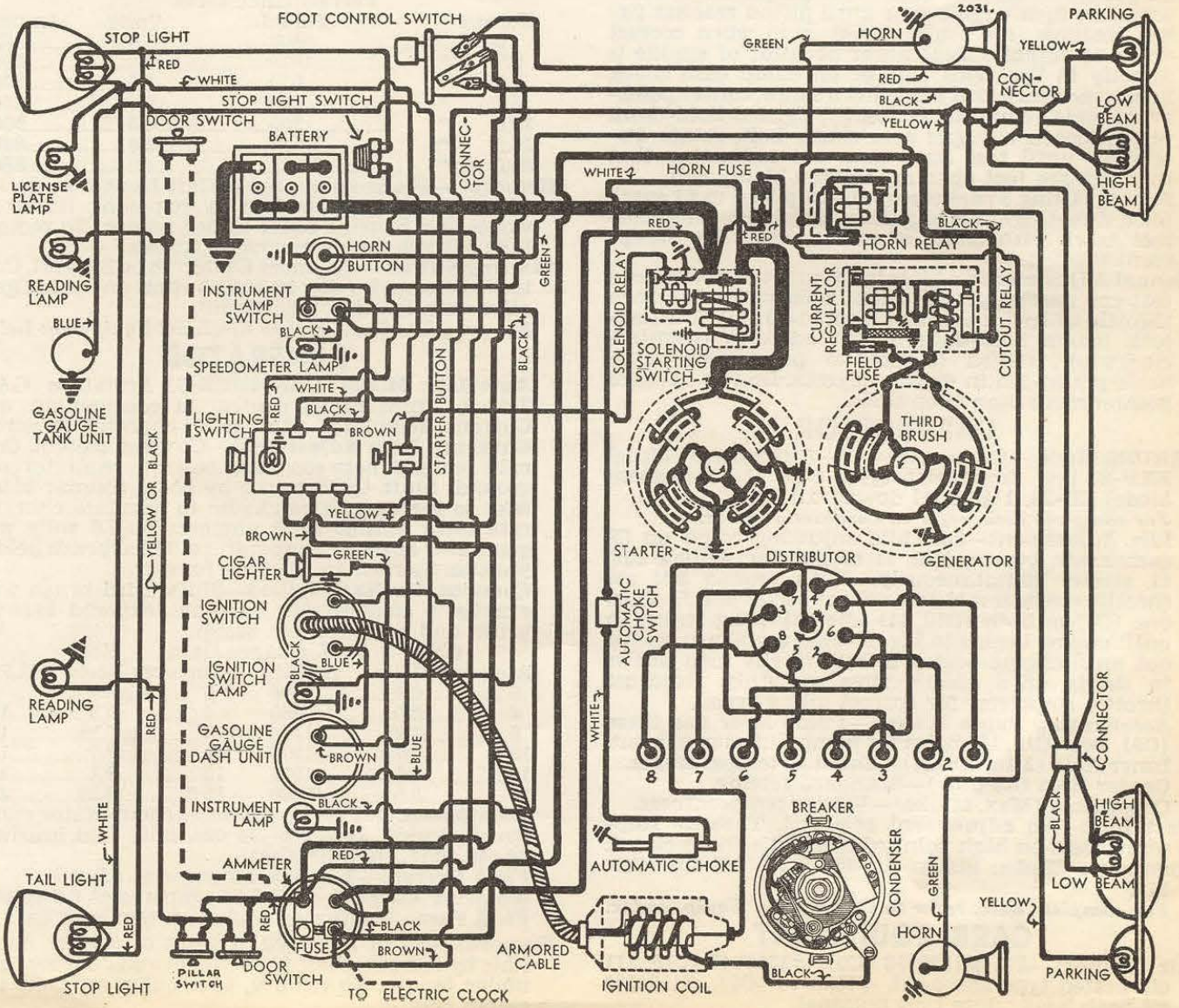
Vacuum Spark Advance—IGT-4001C-1

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 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.

Performance Data

Cold Amperes	Volts	R.P.M.	Hot 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° ATDC	.0118" ATDC.
6.5-1 Optl. C9 hd. Ethyl	" 2° BTDC	.0019" BTDC.
6.5-1 Std. C10, 11 hd.	5° ATDC	.0118" ATDC.
7.45-1 Optl.	" Ethyl fuel 9° ATDC	.0381" 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 batery 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.

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

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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.

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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).

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Torque	R.P.M.	Volts	Amperes
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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.

THE FOLLOWING ARE SOME ELECTRICAL TUNE UP SPECIFICATIONS WHICH MAY PROVE HELPFUL TO SOME FELLOWS WHO INSIST ON PERFECTION IN THEIR RESTORATIONS.

CHRYSLER

		STARTER		GENERATOR				DISTRIBUTOR	
		Spinning Current wo/load AMPS	Brush Tension (oz.)	Charging Rate (hot) AMPS	Brush Tension (oz.) MAIN	Brush Tension (oz.) CONTROL	Gap (inches)	Cam Angle (degrees)	Spring Tension (oz
1934	6-CA, CB	65	24-28	20	22-26	16-20	.020	36	17-21
1934	8-CU, CV, CW	65	24-28	20	22-26	16-20	.015	31	19-23
1935	Airstream 6	65	31-42	21	36	36	.020	40	17-19
1935	Airstream 8	65	31-42	21	36	36	.018	29	18-20
1935	Airflow Imp. 8	65	24-28	20	22-26	16-20	.015	31	19-23
1936	Airstream 6	65	42-53	21	36	36	.020	38	16-20
1936	Airstream 8	65	42-53	21	36	36	.017	29	16-20
1936	Airflow 8	65	31-42	21	36	36	.018	27	16-20
1936	Imperial Cust. 8	65	31-42	21	36	36	.018	27	16-20
1937	6	65	42-53	20	23-27	23-27	.020	40	18-20
1937	Imperial 8	65	42-53	28	23-27	23-27	.018	28	18-20
1937	Cust. Imp. AF 8	65	31-42	28	23-27	23-27	.018	28	18-20

DESOTO

1934	SE6	65	24-28	20	22-26	16-20	.020	36	17-21
1935	Airstream 6	65	31-42	21	36	36	.020	40	17-19
1935	Airflow 6	65	31-42	21	36	36	.020	40	17-19
1936	Airstream 6	65	31-42	21	36	36	.020	38	16-20
1936	Airflow 6	65	42-53	21	36	36	.020	40	16-20

NOTICE!!

I START WORKING ON THE NEWSLETTER RIGHT AFTER THE FIRST OF THE MONTH. I HOPE TO HAVE IT OUT AROUND THE 15th. I CAN ONLY TRY TO MUSTER AN ISSUE EACH MONTH. OCCASIONALLY I MIGHT NOT HAVE THE TIME. I HOPE I CAN COUNT ON GLEANING INTERESTING STORIES AND INFORMATION FROM YOUR LETTERS. KEEP 'EM COMIN'. I'LL TRY TO ANSWER THEM, TOO, WHEN I CAN.

AND HERE IS SOME SCOOP CONCERNING THE ENGINE AND ITS ACCESSORIES.

CHRYSLER

		ENGINE COMPRESSION AT CRANKING SPEEDS IN POUNDS	SPARK PLUG GAP IN INCHES	INTAKE VALVE CLEARANCES IN INCHES	EXHAUST VALVE CLEARANCES IN INCHES	CARBURETOR FLOAT(or fuel) LEVEL
1934	6-CA, CB	121	.025	.005	.007	5/64 inches
1934	8-CU, CV, CW	125	.025	.005	.007	5/8 inches
1935	Airstream 6	117	.025	.006	.008	5/64 inches
1935	Airstream 8	121	.025	.006	.008	9/16 inches
1935	Airflow Imp. 8	125	.025	.006	.008	5/8 inches
1936	Airstream 6	119	.025	1006	.008	5/64 inches
1936	Airstream 8	124	.025	.006	.008	5/8 inches
1936	Airflow 8	124	.025	.006	.008	5/8 inches
1936	Cust. Imperial 8	132	.025	.006	.008	5/8 inches
1937	6	132	.025	.008	.010	5/64 inches
1937	Imperial 8	138	.025	.006	.010	5/8 inches
1937	Cus. Im. A Fl. 8	132	.025	.006	.010	5/8 inches

DESOTO

1934	6-SE	124	.025	.005	.007	5/64 inches
1935	Air Stream 6	118	.025	.006	.008	5/64 inches
1935	Airflow 6	132	.025	.006	.008	5/64 inches
1936	Airstream 6	119	.025	.006	.008	5/64 inches
1936	Airflow 6	132	.025	.006	.008	5/64 inches

Captain Charles W. Cochran writes and tells me that his address has changed from Summerville S.C. to 1267 HODGE AVENUE, CHARLESTON A.F.B., South Carolina. Capt. Chuck, as he calls himself, has a C17 1937 Chrysler sedan. He is keeping it at at home for some odd reason. My guess is that one of his associates might see fit to test its aerodynamic properties out on one of the runways. An avid Airflow addict.

THE FOLLOWING ARE SOME ELECTRICAL TUNE UP SPECIFICATIONS WHICH MAY PROVE HELPFUL TO SOME FELLOWS WHO INSIST ON PERFECTION IN THEIR RESTORATIONS.

CHRYSLER

		STARTER	GENERATOR					DISTRIBUTOR	
		Spinn	Current wo/load AMPS	Brush Tension (oz.)	Charging Rate (hot) AMPS	Brush Tension (oz.) MAIN	Brush Tension (oz.) CONTROL	Gap (inches)	Cam Angle (degrees)	Spring Tension
1934	6-CA, CB	65	24-28	20	22-26	16-20	.020	36	17-21
1934	8-CU, CV, CW	65	24-28	20	22-26	16-20	.015	31	19-23
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AND HERE IS SOME SCOOP CONCERNING THE ENGINE AND ITS ACCESSORIES.

CHRYSLER

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DESOTO

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1936	Airflow 6	132	.025	.006	.008	5/64 inches

ACCURATE SETTING OF DISTRIBUTOR POINTS

BY RAY VERSAW

If you own a volt-ohmmeter you can set the points on your AIRFLOW distributor quickly and accurately. A volt-ohmmeter can be purchased for the same price as a dwell meter and will do just as good a job setting dwell, plus hundreds of uses around the auto and home. To use the ohmmeter function of your volt-ohmmeter to set your points proceed thusly:

1. At the ignition coil disconnect the small wire going from one side of the coil to the distributor and connect the ohmmeter from that wire to a good ground point. Use the lowest ohmmeter range. This puts the ohmmeter across the distributor points.

2. Turn the engine over until the points are closed and make sure you read zero ohms across the points. If the points are dirty or burned the meter will not read zero ohms, and the points should be corrected before proceeding further.

3. If new points have just been installed, adjust the points to approximately .020". Eyeball gauging is sufficient.

4. With the first three steps accomplished, have a helper crank the engine with the starter. The needle on the meter will pulsate about at some point on the dial. The better damped the meter movement is, the less the pulsating. For properly adjusted points on the AIRFLOW Eight the meter needle should pulsate at around 60% of full scale. Refer to a linear DC voltage scale and not to the non-linear ohm scale.

5. If your needle centers around a reading of less than 60% the points need to be closed, and if the needle reads over 60% the points need to be opened. This is derived from the fact that the dwell angle on Chrysler AIRFLOW Eights is 27 degrees, which is 60% of the 45 degree cam angle. The needle will read the same percentage of full scale as the percentage of time that the points are closed.

6. For DE SOTO AIRFLOW Sixes the meter should read 63% of full scale. Readings in the range of 60% to 66% of full scale are satisfactory for either the Eights or Sixes, and are still more accurate than setting by gauge.

7. The point dwell can be checked without removing the distributor cap however it will have to be removed to make adjustments. Always disconnect the small wire at the coil to make readings and be sure to re-connect the wire after readings and adjustments are nade.

I first learned of using an ohmmeter for the dwell meter function during World War II, when we used ohmmeters to adjust the antenna switching contacts on an early model of airborn radar.

Ray Versaw

Ed. Note. Raymond Falle's monthly electrical page has been delayed in the mail, so we present instead this interesting bit of information. More from Raymond later.

BULLETIN H-3

TUNE-UP SPECIFICATIONS

CAR Model	Year	STARTER LOAD DRAW Cranking Amps	Cranking Volts	Lock Amps	Lock Volts	COMPRESSION	SPARK PLUGS Type	Gap	BREAKER POINTS Tension Ounces	Gap	VALVE CLEARANCE HOT Intake	Exhaust	CARBURETOR 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
												or	Str. 9/32***	B
12-160	'32	265	4.0	600	3.0	111	C4	.025	18	.018	.010	.010	Str. 9/16*	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
							orH9	.020						
8-50	'33	170	4.1	600	3.0	99	J12	.025	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	.006cold010		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	.008	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	C
CC	'33	165	4.3	475	3.6	97	K9	.032	19	.020	.006	.008	Car. 3/8	C
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	C
Std 6	'35	175	5.2	475	3.6	109	K11	.032	19	.020	.006	.013	Car. 3/8	C
Mstr 6	'35	175	5.2	525	3.4	109	K11	.032	19	.020	.006	.013	Car. 3/8	C