

DODGE

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MODEL INDEX & ENGINE APPLICATION

Model	Year	Engine Make	Engine Model	Crankcase Refill Capacity, Qts.	Cooling System Capacity, Qts.
B-1 SERIES					
PW	1949	Own	6-230	5	18
F, FM	1949	Own	6-237	5	19 $\frac{1}{4}$
H, HM	1949	Own	6-237	5	19 $\frac{1}{4}$
J, JM	1949	Own	6-251	5	21 $\frac{1}{2}$
KA, KMA	1949	Own	6-251	5	21 $\frac{1}{2}$
R	1949	Own	6-282	8	30 $\frac{1}{4}$
T, V	1949	Own	6-331	8	30 $\frac{1}{4}$
B-2 SERIES					
B, C	1950	Own	6-218	5	17 $\frac{1}{2}$
D, PW	1950	Own	6-230	5	17 $\frac{1}{2}$
DU, EU	1950	Own	6-230	5	17 $\frac{1}{2}$
F, G, GA	1950	Own	6-237	5	19 $\frac{1}{4}$
FS	1950	Own	6-237	5	19 $\frac{1}{4}$
GS	1950	Own	6-237	5	19 $\frac{1}{4}$
GM, GMA	1950	Own	6-237	5	19 $\frac{1}{4}$
H, HA	1950	Own	6-237	5	19 $\frac{1}{4}$
HH, HHA	1950	Own	6-237	5	19 $\frac{1}{4}$
HHM, HHMA	1950	Own	6-237	5	19 $\frac{1}{4}$
HHS	1950	Own	6-237	5	19 $\frac{1}{4}$
J, JA, JS	1950	Own	6-251	5	21 $\frac{1}{2}$

Model	Year	Engine Make	Engine Model	Crankcase Refill Capacity, Qts.	Cooling System Capacity, Qts.
JM, JMA	1950	Own	6-251	5	21 $\frac{1}{2}$
K, KA, KMA	1950	Own	6-251	5	21 $\frac{1}{2}$
R, RA	1950	Own	6-306	8	30 $\frac{1}{4}$
T, TA, V, VA	1950	Own	6-331	8	30 $\frac{1}{4}$
Y, YA	1950	Own	6-377	8	34
B-3 & B-4 SERIES					
B, C	1951-53	Own	6-218	5	17 $\frac{1}{2}$
D, PW	1951-53	Own	6-230	5	17 $\frac{1}{2}$
DU, EU	1951-53	Own	6-230	5	17 $\frac{1}{2}$
F, FS, G, GA	1951-53	Own	6-237	5	19 $\frac{1}{4}$
FS	1951-53	Own	6-251	5	19 $\frac{1}{4}$
GM, GS, GMA	1951-53	Own	6-237	5	19 $\frac{1}{4}$
H, HA	1951-53	Own	6-237	5	19 $\frac{1}{4}$
HH, HHA	1951-53	Own	6-237	5	19 $\frac{1}{4}$
HS	1951-53	Own	6-251	5	19 $\frac{1}{4}$
HHM, HHMA	1951-53	Own	6-237	5	19 $\frac{1}{4}$
HHS	1951-53	Own	6-237	5	19 $\frac{1}{4}$
J, JA, JS	1951-53	Own	6-251	5	21 $\frac{1}{2}$
JM, JMA	1951-53	Own	6-251	5	21 $\frac{1}{2}$
K, KA, KMA	1951-53	Own	6-251	5	21 $\frac{1}{2}$
R, RA, RS	1951-53	Own	6-306	8	30 $\frac{1}{4}$
T, TA, V, VA	1951-53	Own	6-331	8	30 $\frac{1}{4}$
Y, YA	1951-53	Own	6-377	8	34

Model	Year	Engine Make	Engine Model	Crankcase Refill Capacity, Qts.	Cooling System Capacity, Qts.
C-1 SERIES					
B6, C6	1954	Own	①	5	15½
B8, C8	1954	Own	8-241	5	19
D6, DL6	1954	Own	6-230	5	15½
D8, DL8	1954	Own	8-241	5	20
DU6, DUL6	1954	Own	6-230	5	17
EU6, EUL6	1954	Own	6-230	5	17
PW6	1954	Own	6-230	5	17
F6, FL6, FS6	1954	Own	6-230	5	15½
G6, GA6	1954	Own	6-251	5	21½
G8, GA8	1954	Own	8-241	5	21
H6, HL6	1954	Own	6-251	5	21½
H8, HL8	1954	Own	8-241	5	21
HA6, HAL6	1954	Own	6-251	5	21½
HA8, HAL8	1954	Own	8-241	5	21
HM6, HML6	1954	Own	6-251	5	21½
HMA6, HS6	1954	Own	6-251	5	21½
HMA6, HS6	1954	Own	6-251	5	21½
J6, JL6	1954	Own	6-265	5	20
J8, JL8	1954	Own	8-241	5	23
JA6, JAL6	1954	Own	6-265	5	20
JA8, JAL8	1954	Own	8-241	5	23
JM6, JML6	1954	Own	6-265	5	20
JMA6, JS6	1954	Own	6-265	5	20
JMA6, JS6	1954	Own	6-265	5	20
JMAL6	1954	Own	6-265	5	20
K6, KL6	1954	Own	6-265	5	20
K8, KL8	1954	Own	8-241	5	23
KA6, KAL6	1954	Own	6-265	5	20
KA8, KAL8	1954	Own	8-241	5	23
KMA6	1954	Own	6-265	5	20
KMAL6	1954	Own	6-265	5	20
R8, RL8	1954	Own	8-331	8	29
RA8, RAL8	1954	Own	8-331	8	29
RS8	1954	Own	8-331	8	29
T8, TL8	1954	Own	8-331	8	29
TA8, TAL8	1954	Own	8-331	8	29
V8, VL8	1954	Own	8-331	8	29
VA8, VAL8	1954	Own	8-331	8	29
Y6, YL6	1954	Own	6-413	8	34
YA6, YAL6	1954	Own	6-413	8	34
YX6, YXL6	1954	Own	6-413	8	34

① Early 6-218 engine, late 6-230.

C-3 SERIES					
B6, C6	1955-56	Own	6-230	5	15
D6	1955-56	Own	6-230	5	16
DU6, EU6	1955-56	Own	6-230	5	17
F6, FS6	1955-56	Own	6-230	5	15½
G6, H6	1955-56	Own	6-251	5	18
HS6, HM6	1955-56	Own	6-251	5	18
J6, JS6	1955-56	Own	6-265	5	20
JM6	1955-56	Own	6-265	5	20
K6, KS6	1955-56	Own	6-265	5	20
Y6, YX6	1955-56	Own	6-413	8	34
B8, C8	1955-56	Own	8-259	5	19
D8, F8	1955-56	Own	8-259	5	20
FS8	1955-56	Own	8-259	5	20
G8, H8	1955-56	Own	8-259	5	21
HS8	1955-56	Own	8-259	5	21

Model	Year	Engine Make	Engine Model	Crankcase Refill Capacity, Qts.	Cooling System Capacity, Qts.
J8, JS8	1955-56	Own	8-270	5	23
K8, KS8	1955-56	Own	8-270	5	23
R8, RS8	1955-56	Own	8-331	8	29
T8, V8	1955-56	Own	8-331	8	29

K SERIES					
K6-D100	1957	Own	6-230	5	14½
K8-D100	1957	Own	8-315	5	18
K6-D200	1957	Own	6-230	5	15
K8-D200	1957	Own	8-315	5	18
K6-D300	1957	Own	6-230	5	15
K8-D300	1957	Own	8-315	5	18
K6-P300	1957	Own	6-230	5	15
K8-P300	1957	Own	8-331	5	18
K6-W300	1957	Own	6-230	5	17
K6-D400	1957	Own	6-251	5	15½
K8-D400	1957	Own	8-315	5	20½
K6-P400	1957	Own	6-230	5	15½
K8-P400	1957	Own	8-331	5	17½
K6-S400	1957	Own	6-251	5	19¼
K8-S400	1957	Own	8-315	5	20½
K8-C500	1957	Own	8-331	5	20½
K6-D500	1957	Own	6-251	5	15½
K8-D500	1957	Own	8-315	5	20½
K8-S500	1957	Own	8-315	5	20½
K6-W500	1957	Own	6-265	5	22½
K8-W500	1957	Own	8-331	5	22½
K8-C600	1957	Own	8-331	5	23
K6-D600	1957	Own	6-265	5	20
K8-D600	1957	Own	8-315	5	23
K6-S600	1957	Own	6-265	5	20
K8-S600	1957	Own	8-315	5	23
K8-C700	1957	Own	8-331	5	29
K8-C700	1957	Own	8-354	5	29
K8-D700	1957	Own	8-331	5	29
K8-D700	1957	Own	8-354	5	29
K8-S700	1957	Own	8-331	5	29
K8-T700	1957	Own	8-331	5	29
K8-T700	1957	Own	8-354	5	29
K8-D800	1957	Own	8-331	5	29
K8-D800	1957	Own	8-354	5	29
K8-T800	1957	Own	8-331	5	29
K8-T800	1957	Own	8-354	5	29
K8-D900	1957	Own	8-354	5	29
K8-T900	1957	Own	8-354	5	29

L SERIES					
Conventional Models					
L6-D100	1958	Own	6-230	5	12
L6-D200	1958	Own	6-230	5	12
L6-D300	1958	Own	6-230	5	12
L6-D400	1958	Own	6-251	5	18
L6-D500	1958	Own	6-251	5	18
L6-D600	1958	Own	6-265	5	19
L8-D100	1958	Own	8-315	5	19
L8-D200	1958	Own	8-315	5	19
L8-D300	1958	Own	8-315	5	19
L8-D400	1958	Own	8-315	5	25

Model	Year	Engine Make	Engine Model	Crankcase Refill Capacity, Qts.	Cooling System Capacity, Qts.
L8-D500	1958	Own	8-315	5	25
L8-D600	1958	Own	8-315	5	25
L8-D700	1958	Own	8-354	8①	25
L8-D800	1958	Own	8-354	8①	26
L8-D900	1958	Own	8-354	8①	26

Cab-Over-Engine Models

L8-C500	1958	Own	8-315	5	25
L8-C600	1958	Own	8-315	5	25
L8-C700	1958	Own	8-354	8①	25

Forward Control Models

L6-P300	1958	Own	6-230	5	12
L6-P400	1958	Own	6-230	5	12
L8-P300	1958	Own	8-315	5	19
L8-P400	1958	Own	8-315	5	19

School Bus Models

L6-S400	1958	Own	6-251	5	18
L6-S500	1958	Own	6-251	5	18

Model	Year	Engine Make	Engine Model	Crankcase Refill Capacity, Qts.	Cooling System Capacity, Qts.
L6-S600	1958	Own	6-265	5	19
L8-S400	1958	Own	8-315	5	25
L8-S500	1958	Own	8-315	5	25
L8-S600	1958	Own	8-315	5	25

4x4 Models

L6-W100	1958	Own	6-230	5	12
L6-W200	1958	Own	6-230	5	12
L6-W300	1958	Own	6-251	5	12
L6-W300M	1958	Own	6-230	5	17
L6-W500	1958	Own	6-265	5	19
L8-W100	1958	Own	8-315	5	19
L8-W200	1958	Own	8-315	5	19
L8-W300	1958	Own	8-315	5	19
L8-W500	1958	Own	8-315	5	25

6x4 Models

L8-T700	1958	Own	8-354	8①	25
L8-T800	1958	Own	8-354	8①	26
L8-T900	1958	Own	8-354	8①	26

① Add 2 qts. when filter is changed.

GENERAL ENGINE SPECIFICATIONS

Year	Engine Model	No. Cyls. & Valve Location	Bore & Stroke	Piston Displacement, Cubic Inch	Compression Ratio	Maximum Brake H. P. @ R. P. M.	Maximum Torque, Lb. Ft. @ R. P. M.	Normal Oil Pressure, Lbs.
1946-50	6-218	6 In Block	3 1/4 x 4 3/8	218	6.60	96 @ 3600	172 @ 1200	45-50
1951-52	6-218	6 In Block	3 1/4 x 4 3/8	218	7.00	97 @ 3600	175 @ 1600	45-50
1953-54	6-218	6 In Block	3 1/4 x 4 3/8	218	7.10	100 @ 3600	177 @ 1600	45-50
1946-50	6-230	6 In Block	3 1/4 x 4 5/8	230	6.70	102 @ 3600	184 @ 1200	45-50
1951-53	6-230	6 In Block	3 1/4 x 4 5/8	230	7.00	103 @ 3600	190 @ 1200	45-50
1954-56	6-230	6 In Block	3 1/4 x 4 5/8	230	7.25	110 @ 3600	194 @ 1600	45-50
1957-58	6-230	6 In Block	3.25 x 4.625	230.2	7.90	120 @ 3600	202 @ 1600	45-50
1946-52	6-237	6 In Block	3 7/16 x 4 1/4	237	6.60	109 @ 3600	192 @ 1200	45-50
1954	8-241	8 In Head	3 7/16 x 3 1/4	241	7.50	133 @ 3800	220 @ 1200	55-60
1946-52	6-251	6 In Block	3 7/16 x 4 1/2	251	6.60	114 @ 3600	206 @ 1200	45-50
1953-54	6-251	6 In Block	3 7/16 x 4 1/2	251	6.80	118 @ 3600	210 @ 1200	45-50
1955-56	6-251	6 In Block	3 7/16 x 4 1/2	251	7.00	120 @ 3600	210 @ 1200	45-50
1957-58	6-251	6 In Block	3.437 x 4.50	250.6	7.00	125 @ 3600	216 @ 1600	45-50
1955-56	8-259	8 In Head	3 9/16 x 3 1/4	259	7.60	134 @ 4400	243 @ 2400	55-60
1953-54	6-265	6 In Block	3 7/16 x 4 3/4	265	6.80	110 @ 3600	205 @ 1200	45-50
1955-56	6-265	6 In Block	3 7/16 x 4 3/4	265	7.00	112 @ 3600	215 @ 1200	45-50
1957-58	6-265	6 In Block	3.437 x 4.766	265.4	7.00	130 @ 3600	228 @ 1600	45-50
1955-56	8-270	8 In Head	3.63 x 3.259	270	7.60	142 @ 4400	256 @ 2400	55-60
1946-49	6-281	6 In Block	3 3/4 x 4 1/4	281	6.50	115 @ 3200	225 @ 1200	45-50
1950-53	6-306	6 In Block	3 3/4 x 4 5/8	306	6.46	122 @ 3200	245 @ 1200	45-50
1957-58	8-315	8 In Head	3.63 x 3.80	314.6	7.60	197 @ 4400	284 @ 2400	55-60
1946-53	6-331	6 In Block	3 3/4 x 5	331	6.50	128 @ 3000	270 @ 1200	45-50
1954	8-331	8 In Head	3.81 x 3.62	331	7.00	153 @ 3600	268 @ 1200	55-60
1955-56	8-331	8 In Head	3.81 x 3.62	331	7.20	174 @ 4400	268 @ 1200	55-60
1957	8-331	8 In Head	3.81 x 3.63	331	7.50	201 @ 3900	311 @ 2400	55-60
1957-58	8-354	8 In Head	3.94 x 3.63	354	7.25	216 @ 3900	316 @ 2600	55-60
1950-52	6-377	6 In Block	4 x 5	377	6.50	154 @ 3000	330 @ 1200	45-50
1953-56	6-413	6 In Block	4 1/16 x 5 5/16	413	6.50	171 @ 3200	343 @ 1500	45-50

TUNE UP & VALVE SPECIFICATIONS

Truck Model	Firing Order	Spark Plug Gap, Inch	Ignition Timing		Cyl. Head Torque, Lb. Ft.	Valve Seat Angle Degrees	Valve Clearance		Valve Spring Pressure Lb. @ Inch Length
			Timing Mark	Location			H-Hot Intake	C-Cold Exhaust	
B-1-B, C	153624	.030	TDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-1-D, PW	153624	.030	2° ATDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-1-F, FM	153624	.030	TDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-1-H, HM	153624	.030	TDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-1-J, JM	153624	.030	2° ATDC	Damper	65-70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
B-1-K, KMA	153624	.030	2° ATDC	Damper	65-70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
B-1-R	153624	.030	3° ATDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-1-T, V	153624	.030	TDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-2-B, C	153624	.035	TDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-2-D, PW	153624	.035	2° ATDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-2-DU, EU	153624	.035	2° ATDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-2-F & G Series	153624	.035	TDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-2-H Series	153624	.035	TDC	Damper	65-70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
B-2-J & K Series	153624	.035	2° ATDC	Damper	65-70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
B-2-R, RA	153624	.035	3° BTDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-2-T, TA	153624	.035	TDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-2-V, VA	153624	.035	TDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-2-Y, YA	153624	.035	2° ATDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-3-B, C, D	153624	.035	TDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-3-PW	153624	.035	2° ATDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-3-DU, EU	153624	.035	TDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-3-F Series	153624	.035	2° ATDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-3-G Series	153624	.035	2° ATDC	Damper	65-70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
B-3-H Series	153624	.035	2° ATDC	Damper	65-70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
B-3-J Series	153624	.035	2° ATDC	Damper	65-70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
B-3-K Series	153624	.035	2° ATDC	Damper	65-70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
B-3-R, RA	153624	.035	1° ATDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-3-T, TA	153624	.035	TDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-3-V, VA	153624	.035	TDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
B-3-Y, YA	153624	.035	2° ATDC	Damper	55-60	45	.010H	.018H	108 @ 1 $\frac{5}{8}$
C-1-B6, C6	153624	.035	TDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-1-B8, C8	18436572①	.035	4° BTDC	Damper	85	45	None	None	53 @ 1 $\frac{1}{16}$
C-1-DU6, EU6	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-1-D6, F6, PW6	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-1-D8, DL8	18436572①	.035	4° BTDC	Damper	85	45	None	None	53 @ 1 $\frac{1}{16}$
C-1-G6	153624	.035	1° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-1-H6 Series	153624	.035	1° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-1-J6 Series	153624	.035	1° BTDC	Damper	70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
C-1-K6 Series	153624	.035	1° BTDC	Damper	70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
C-1-G8, H8, J8, K8	18436572①	.035	4° BTDC	Damper	85	45	None	None	②
C-1-R8, T8, V8	18436572①	.035	4° BTDC	Damper	85	45	None	None	②
C-1-Y6, YX6	153624	.035	TDC	Damper	70	45	None	None	125 @ 1 $\frac{3}{8}$
C-3-B6, BL6	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-3-B8, C8	18436572①	.035	4° BTDC	Damper	85	45	None	None	53 @ 1 $\frac{1}{16}$
C-3-D6 Series	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-3-D8, DL8	18436572①	.035	4° BTDC	Damper	85	45	None	None	53 @ 1 $\frac{1}{16}$
C-3-DU6, EU6, PW6	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-3-F6 Series	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-3-F8 Series	18436572①	.035	4° BTDC	Damper	85	45	None	None	53 @ 1 $\frac{1}{16}$
C-3-G6 Series	153624	.035	1° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-3-G8 Series	18436572①	.035	4° BTDC	Damper	85	45	None	None	53 @ 1 $\frac{1}{16}$
C-3-H6 Series	153624	.035	1° BTDC	Damper	70	45	.010H	.014H	110 @ 1 $\frac{3}{8}$
C-3-H8 Series	18436572①	.035	4° BTDC	Damper	85	45	None	None	53 @ 1 $\frac{1}{16}$
C-3-J6 Series	153624	.035	1° BTDC	Damper	70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
C-3-J8 Series	18436572①	.035	4° BTDC	Damper	85	45	None	None	②
C-3-K6 Series	153624	.035	1° BTDC	Damper	70	45	.010H	.018H	110 @ 1 $\frac{3}{8}$
C-3-K8 Series	18436572①	.035	4° BTDC	Damper	85	45	None	None	②
C-3-R8 Series	18436572①	.035	4° BTDC	Damper	85	45	None	None	②

TUNE UP & VALVE SPECIFICATIONS

Truck Model	Firing Order	Spark Plug Gap, Inch	Ignition Timing		Cyl. Head Torque, Lb. Ft.	Valve Seat Angle Degrees	Valve Clearance		Valve Spring Pressure Lb. @ Inch Length
			Timing Mark	Location			H-Hot Intake	C-Cold Exhaust	
C-3-T8 Series	18436572①	.035	4° BTDC	Damper	85	45	None	None	②
C-3-V8 Series	18436572①	.035	4° BTDC	Damper	85	45	None	None	②
C-3-Y6 Series	153624	.035	TDC	Damper	70	45	None	None	125 @ 1 ³ / ₈
K6-D100	153624	.035	TDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-D100	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
K6-D200	153624	.035	TDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-D200	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
K6-D300	153624	.035	TDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-D300	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
K6-P300	153624	.035	TDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-P300	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
K6-W300	153624	.035	TDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K6-D400	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-D400	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
K6-P400	153624	.035	TDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-P400	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
K8-C500	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
K6-D500	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-D500	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
K6-W500	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-W500	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
K8-C600	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
K6-D600	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
K8-D600	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
K8-C700	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
K8-D700	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
K8-T700	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
K8-D800	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
K8-T800	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
K8-D900	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
K8-T900	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
L8-C500	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
L8-C600	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
L8-C700	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
L6-D100	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-D200	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-D300	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-D400	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-D500	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-D600	153624	.035	2° BTDC	Damper	70	45	.010H	.018H	112 @ 1 ³ / ₈
L8-D100	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L8-D200	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L8-D300	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L8-D400	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
L8-D500	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
L8-D600	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③
L8-D700	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
L8-D800	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
L8-D900	18436572①	.035	4° BTDC	Damper	85	45	Zero	Zero	④
L6-P300	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-P400	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L8-P300	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L8-P400	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L6-S400	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-S500	153624	.035	2° BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-S600	153624	.035	2° BTDC	Damper	70	45	.010H	.018H	112 @ 1 ³ / ₈
L8-S400	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L8-S500	18436572①	.035	6° BTDC	Damper	85	45	Zero	Zero	③

TUNE UP & VALVE SPECIFICATIONS

Truck Model	Firing Order	Spark Plug Gap, Inch	Ignition Timing		Cyl. Head Torque, Lb. Ft.	Valve Seat Angle Degrees	Valve Clearance H-Hot C-Cold		Valve Spring Pressure Lb. @ Inch Length
			Timing Mark	Location			Intake	Exhaust	
L8-S600	18436572①	.035	6°BTDC	Damper	85	45	Zero	Zero	③
L8-T700	18436572①	.035	4°BTDC	Damper	85	45	Zero	Zero	④
L8-T800	18436572①	.035	4°BTDC	Damper	85	45	Zero	Zero	④
L8-T900	18436572①	.035	4°BTDC	Damper	85	45	Zero	Zero	④
L6-W100	153624	.035	2°BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-W200	153624	.035	2°BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-W300	153624	.035	2°BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-W300M	153624	.035	2°BTDC	Damper	70	45	.010H	.014H	112 @ 1 ³ / ₈
L6-W500	153624	.035	2°BTDC	Damper	70	45	.010H	.018H	112 @ 1 ³ / ₈
L8-W100	18436572①	.035	6°BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L8-W200	18436572①	.035	6°BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L8-W300	18436572①	.035	6°BTDC	Damper	85	45	Zero	Zero	166 @ 1 ⁵ / ₁₆
L8-W500	18436572①	.035	6°BTDC	Damper	85	45	Zero	Zero	③

① Cylinder numbering (front to rear): Left bank 1-3-5-7, right bank 2-4-6-8.

② Outer exhaust spring 125 @ 1³/₆₄"', inner exhaust spring 42 @ 1⁵/₆₄"', outer intake spring 55 @ 1¹/₁₆"', inner intake spring 21 @ 1³/₁₆"'.

③ Intake 166 @ 1⁵/₁₆", exhaust 140 @ 1³/₆₄".

④ Inner spring 43 @ 1³/₁₆", outer spring 126 @ 1³/₆₄".

PISTON, PIN, RING, CRANKSHAFT & BEARING SPECIFICATIONS

Year	Engine Model ②	Wristpin Diameter	Piston Clearance, Inch ①	Ring End Gap, In. (Minimum)		Crank Pin Diameter, Inch	Rod Bearing Clearance, In.	Rod Bolt Torque, Lb. Ft.	Main Bearing Journal Diameter, In.	Main Bearing Clearance, Inch	Main Bolt Torque, Lb. Ft.
				Comp.	Oil						
1949-54	6-218	.8592	.002	.010	.010	2.0615-2.0625	.0005-.0015	45	2.499-2.500	.0005-.0015	85
1949-58	6-230	.8592	.002	.010	.010	2.0615-2.0625	.0005-.0015	45	2.499-2.500	.0005-.0015	85
1949-52	6-237	.8592	.002	.010	.010	2.124-2.125	.0005-.0015	45	2.499-2.500	.001-.0015	85
1954	8-241	.8592	.0015	.010	.010	1.9365-1.9375	.001-.002	45	2.374-2.375	.0005-.0015	85
1949-58	6-251	.8592	.002	.010	.010	2.124-2.125	.0005-.0015	45	2.499-2.500	.0005-.0015	85
1955	8-259	.8592	.0015	.010	.010	1.9365-1.9375	.0005-.0015	45	2.374-2.375	.0005-.0015	85
1951-58	6-265	.8592	.002	.010	.010	2.124-2.125	.0005-.0015	45	2.499-2.500	.0005-.0015	85
1955-56	8-270	.8592	.0015	.010	.010	1.9365-1.9375	.001-.002	45	2.374-2.375	③	85
1949	6-281	1.125	.002	.010	.010	2.3115-2.3125	.001-.003	70	2.999-3.000	.0015-.0035	85
1950-53	6-306	1.125	.003	.013	.013	2.3115-2.3125	.002-.003	70	2.999-3.000	.0015-.0035	85
1957-58	8-315	.9216	.0015	.010	.010	2.249-2.250	.001-.002	45	2.499-2.500	.0005-.0015	85
1949-53	6-331	1.125	.003	.013	.013	2.3115-2.3125	.002-.003	70	2.999-3.000	.0015-.0035	85
1954-57	8-331	.9841	.002	.010	.010	2.249-2.250	.001-.002	45	2.499-2.500	③	85
1957-58	8-354	.9841	.0015	.010	.010	2.249-2.250	.001-.002	45	2.499-2.500	.0015-.0025	85
1950-52	6-377	1.125	.003	.013	.013	2.3115-2.3125	.002-.003	75	2.999-3.000	.0015-.0035	85
1953-56	6-413	1.125	.003	.013	.013	④	.0015-.0035	75	2.999-3.000	.0015-.0035	85

① Using a 1/2" wide feeler gauge, a pull of 6 to 9 lbs. should be required to pull feeler gauge past piston. Pistons removed from above.

② Engine size—cubic inch displacement and number of cylinders.

③ Rear bearing .002-.003", all others .0015-.0025".

④ For T324 engine 2.3115-2.3125", for T352 engine 2.499-2.500".

DISTRIBUTOR SPECIFICATIONS

Unit Part No. ①	Rotation ②	Cam Angle, Degrees	Breaker Gap, In.	Condenser Capacity, Mfds.	Breaker Arm Spring Tension, Oz.	Centrifugal Advance Deg. @ R.P.M. of Dist.		Vacuum Advance		
						Advance Starts	Full Advance	Inches of Vacuum to Start Plunger Movement	Inches of Vacuum for Full Plunger Travel	Maximum Vacuum Advance, Dist. Degrees
D-1353-1AA	C	26-29	.017	.25-.28	17-20	1 @ 350	14 @ 1650	None	None	None
D-1479-A	C	26-28	.017	.25-.28	17-20	1 @ 350	14 @ 1650	None	None	None
D-1637-AA	C	27-32	.017	.25-.28	17-20	1 @ 385	9 @ 650	None	None	None
1AD-4201-1	C	39	.020	.23-.26	17-20	1 @ 370	10 @ 1150	None	None	None
1AO-4001-1	C	39	.020	.25-.28	17-20	1 @ 370	11 @ 1400	None	None	None
1AO-4901A-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1525	None	None	None
1AO-4902-1	C	39	.020	.25-.28	17-20	1 @ 370	10 @ 1150	None	None	None
1AO-4003-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1025	None	None	None
1AO-4101-1	C	39	.020	.25-.28	17-20	1 @ 370	11 @ 1400	None	None	None
1AO-4101A-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1525	None	None	None
1AO-4102-1	C	39	.020	.25-.28	17-20	1 @ 370	10 @ 1150	None	None	None
1AO-4103-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1025	None	None	None
1AO-4103A-1	C	39	.020	.25-.28	17-20	1 @ 370	11 @ 1250	None	None	None
1AO-4116-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1025	None	None	None
1AP-4901-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1300	6	14	10
1AP-4902-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1750	6½	15	7
1AP-4101-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1300	6	14	10
1AP-4102-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1750	6½	15	7
1AT-4093A	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1300	6	14	10
1AT-4011	C	39	.020	.25-.28	17-20	1 @ 450	10 @ 1425	5½	14	8
1AT-4011A	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1300	6	14	10
1AT-4012	C	39	.020	.25-.28	17-20	1 @ 450	10 @ 1425	6	15	9
1AT-4101B	C	39	.020	.25-.28	17-20	1 @ 525	8 @ 1350	5⅞	14	8
1AT-4101C	C	39	.020	.25-.28	17-20	1 @ 440	9 @ 1300	5½	14	8
1AY-4001-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1525	None	None	None
1AY-4002-1	C	39	.020	.25-.28	17-20	1 @ 370	10 @ 1150	None	None	None
1AY-4003-1	C	39	.020	.25-.28	17-20	1 @ 450	10 @ 1425	None	None	None
1AY-4003A-1	C	39	.020	.25-.28	17-20	1 @ 370	10 @ 1150	None	None	None
1AY-4003B-1	C	39	.020	.25-.28	17-20	1 @ 525	8 @ 1350	None	None	None
1AY-4004-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1525	None	None	None
1AY-4004C-1	C	39	.020	.25-.28	17-20	1 @ 365	10 @ 1450	None	None	None
1AY-4006-1	C	39	.020	.25-.28	17-20	1 @ 370	10 @ 1150	None	None	None
1AY-4102-1	C	36-42	.020	.25-.28	17-20	1 @ 460	8½ @ 1800	None	None	None
1AY-4103-1	C	36-42	.020	.25-.28	17-20	1 @ 370	10 @ 1450	None	None	None
1AY-4104-1	C	39	.020	.25-.28	17-20	1 @ 350	10 @ 1450	None	None	None
1AZ-4003A	C	34	.017	.25-.28	17-20	1 @ 425	11 @ 1625	6	17	11½
1AZ-4003G	C	34	.017	.25-.28	17-20	1 @ 350	16 @ 1650	5¼	8½	4
1BB-4101A-1	C	34	.017	.25-.28	17-20	1 @ 375	17 @ 1500	None	None	None
1BB-4102-1	C	34	.017	.25-.28	17-20	1 @ 525	11 @ 1775	None	None	None
1BB-4103	C	34	.017	.25-.28	17-20	1 @ 375	15 @ 1750	None	None	None
1BB-4103A	C	34	.017	.25-.28	17-20	1 @ 425	12 @ 1750	None	None	None
1BB-4103B	C	34	.017	.25-.28	17-20	1 @ 375	12 @ 1625	None	None	None
1BB-4103C	C	34	.017	.25-.28	17-20	1 @ 375	12 @ 1625	None	None	None
1BB-4104	C	34	.017	.25-.28	17-20	1 @ 425	12 @ 1750	None	None	None
1BM-4003	C	27-32	.017	.25-.28	17-20	1 @ 385	9 @ 650	None	None	None
1BM-4101	C	29-32	.017	.25-.28	17-20	1 @ 350	9 @ 670	None	None	None
1BM-4101A	C	27-32	.017	.25-.28	17-20	1 @ 385	9 @ 650	None	None	None
1BM-4102	C	27-32	.017	.25-.28	17-20	1 @ 385	9 @ 650	None	None	None
1BM-4103	C	27-32	.017	.25-.28	17-20	1 @ 415	11½ @ 2200	None	None	None
1BM-4104	C	29-32	.017	.25-.28	17-20	1 @ 350	14 @ 1650	None	None	None
1BM-5003	C	29-32	.017	.25-.28	17-20	1 @ 350	9 @ 670	None	None	None
1BO-4001A-1	C	26-29	.017	.25-.28	17-20	1 @ 350	14 @ 1650	None	None	None
1BP-4002C	C	29-32	.017	.25-.28	17-20	1 @ 350	8 @ 1900	6.7	14	10½
1BP-4002G	C	27-32	.017	.25-.28	17-20	1 @ 350	11½ @ 1400	7	14	11
1BP-4003B	C	27-32	.017	.25-.28	17-20	1 @ 415	11½ @ 2200	7⅞	18	13

DISTRIBUTOR SPECIFICATIONS

Unit Part No. ①	Rotation ②	Cam Angle, Degrees	Breaker Gap, In.	Condenser Capacity, Mfds.	Breaker Arm Spring Tension, Oz.	Centrifugal Advance Deg. @ R.P.M. of Dist.		Vacuum Advance		
						Advance Starts	Full Advance	Inches of Vacuum to Start Plunger Movement	Inches of Vacuum for Full Plunger Travel	Maximum Vacuum Advance, Dist. Degrees
1BR-4002	C	39	.020	.25-.28	17-20	1 @ 350	8½ @ 1800	None	None	None
IGC-4508A	C	39	.020	.25-.28	17-20	1 @ 370	11 @ 1250	None	None	None
IGC-4508B-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1025	None	None	None
IGC-4515-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1025	None	None	None
IGC-4515A-1	C	39	.020	.25-.28	17-20	1 @ 370	11 @ 1250	None	None	None
IGC-4516-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1525	None	None	None
IGC-4517-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1025	None	None	None
IGC-4517A-1	C	39	.020	.25-.28	17-20	1 @ 370	11 @ 1250	None	None	None
IGC-4518-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1525	None	None	None
IGS-4202A-1	C	39	.020	.25-.28	17-20	1 @ 370	11 @ 1400	6½	14	6
IGS-4202B-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1525	6	15	9
IGS-4203A-1	C	39	.020	.25-.28	17-20	1 @ 370	9 @ 1300	6	14	9
IGS-4203B-1	C	39	.020	.25-.28	17-20	1 @ 370	10 @ 1150	6¼	16	8½
IGS-4208-1	C	39	.020	.25-.28	17-20	1 @ 370	11 @ 1400	6½	14	6
IGS-4208A-1	C	39	.020	.25-.28	17-20	1 @ 370	12 @ 1525	6	15	9

① Stamped on plate riveted to housing.

② C—Clockwise when viewed from top.

STARTING MOTOR SPECIFICATIONS

Unit Part No. ①	Rotation ②	Brush Spring Tension, Oz.	No Load Test			Torque Test		
			Amperes	Volts	R. P. M.	Amperes	Volts	Torque Lb. Ft.
MAW-4029	C	42-53	65	5	4300	335	2	6
MAW-4044	C	42-53	65	5	4300	335	2	6
MAW-4052	C	42-53	65	5	4300	335	2	6
MAX-4085	C	42-53	65	5	4900	410	2	8
MAX-4086	C	42-53	65	5	4900	410	2	8
MCH-6103	C	42-53	65	5	4300	335	2	6
MCH-6106	C	42-53	65	5	4300	335	2	6
MCH-6106F	C	42-53	65	5	4300	335	2	6
MCH-6205	C	42-53	65	5	4300	335	2	6
MCH-6206	C	42-53	65	5	4300	335	2	6
MCL-6102	C	42-53	65	5	4900	410	2	8
MCL-6103	C	42-53	65	5	4900	410	2	8
MCL-6110	C	42-53	65	5	4900	410	2	8
MCL-6111	C	42-53	65	5	4900	410	2	8
MCL-6124	C	42-53	65	5	4900	410	2	8
MCL-6126	C	42-53	65	5	4900	410	2	8
MCT-6107	C	42-53	35	10	4800	175	4	6.5
MDL-6003	C	34-43	60	11	3400	225	4	6
MDL-6004	C	34-43	60	11	3400	225	4	6
MDL-6005	C	34-43	60	11	3400	225	4	6
MDM-6002	C	34-43	60	11	3400	225	4	6
MDM-6003	C	34-43	60	11	3400	225	4	6
MZ-4115	C	42-53	68	5	4000	280	2	4.4
MZ-4143	C	42-53	68	5	4000	280	2	4.4
MZ-4148	C	42-53	68	5	4000	280	2	4.4

① Stamped on plate riveted to housing.

② As viewed from drive end. C—Clockwise. CC—Counterclockwise.

GENERATOR & REGULATOR SPECIFICATIONS

Generator						Regulator					
Gen. No. ①	Rotation and Ground Polarity ③	Brush Spring Tension, Oz.	Gen. Output		Field Current	Reg. No. ②	Cutout Relay		Voltage Setting	Current Setting	Current & Voltage Reg. Arm. Air Gap, In.
			Amps.	R.P.M.			Closing Voltage	Arm. Air Gap, In.			
GJC-7004A	C-N	18-36	30	2150	1.2-1.3⑤	VRX-6201A	13.4	.032	14.6	36	.050
GJC-7005A	C-N	18-36	30	2150	1.2-1.3⑤	VRX-6201A	13.4	.032	14.6	36	.050
GJC-7012B	C-N	18-36	30	2150	1.2-1.3⑤	VRX-6201A	13.4	.032	14.6	36	.050
GJC-7012C	C-N	18-36	30	2150	1.2-1.3⑤	VRX-6201A	13.4	.032	14.6	36	.050
GJC-7012D	C-N	18-36	30	2150	1.2-1.3⑤	VRX-6201A	13.4	.032	14.6	36	.050
GJC-7012E	C-N	18-36	30	2150	1.2-1.3⑤	VRX-6201A	13.4	.032	14.6	36	.050
GDZ-4801C	C-P	35-53	35	2000	1.3-1.5④	VRP-4001A	6.5	.032	7.2	35	.050
GDZ-4801D	C-P	35-53	35	2000	1.3-1.5④	VRP-4001A	6.5	.032	7.2	35	.050
GDZ-4801R	C-P	35-53	35	2000	1.3-1.5④	VRP-4001A	6.5	.032	7.2	35	.050
GDZ-4802A	C-P	35-53	35	2000	1.3-1.5④	VRP-4503A	6.5	.032	7.2	35	.050
GGW-6001A	C-P	35-53	45	2125	1.4-1.5④	VRP-4503B	6.5	.032	7.2	40	.050
GGW-6001B	C-P	35-53	45	2125	1.4-1.5④	VRP-6004A	6.5	.032	7.2	40	.050
GGW-6001C	C-P	35-53	45	2125	1.4-1.5④	VRP-6004A	6.5	.032	7.2	40	.050
GGW-6001H	C-P	35-53	45	2125	1.4-1.5④	VRP-4503B	6.5	.032	7.2	40	.050
GGW-6001J	C-P	35-53	45	2125	1.4-1.5④	VRP-6004A	6.5	.032	7.2	40	.050
GGW-6001K	C-P	35-53	45	2125	1.4-1.5④	VRP-6004A	6.5	.032	7.2	40	.050
GGW-6001Z	C-P	35-53	45	2450	1.3-1.5④	VBE-6201A	6.5	.032	7.2	45	.050
GGW-6002A	C-P	35-53	45	2125	1.4-1.5④	VRP-4503B	6.5	.032	7.2	40	.050
GGW-6002C	C-P	35-53	45	2125	1.4-1.5④	VRP-6004A	6.5	.032	7.2	40	.050
GGW-6002D	C-P	35-53	45	2450	1.3-1.5④	VBE-6201A	6.5	.032	7.2	45	.050
GGW-6002E	C-P	35-53	45	2450	1.3-1.5④	VBE-6201A	6.5	.032	7.2	45	.050
GGW-6010A	C-P	35-53	45	2125	1.4-1.5④	VBE-6001A	6.5	.032	7.0	45	.050
GGW-6011A	C-P	35-53	45	2125	1.4-1.5④	VRP-6004A	6.5	.032	7.2	40	.050
GGW-6012A	C-P	35-53	45	2125	1.4-1.5④	VBE-6001A	6.5	.032	7.0	45	.050
GGW-6013A	C-P	35-53	45	2125	1.4-1.5④	VBE-6001A	6.5	.032	7.0	45	.050

① Stamped on plate riveted to housing.

② Stamped on regulator base.

③ C—Clockwise. CC—Counterclockwise. P—Positive. N—Negative.

④ At 5 volts.

⑤ At 10 volts.

Engine Section

ENGINE, REPLACE

1949-53 Except C.O.E. Models

1. Take off the hood.
2. Drain cooling system.
3. Remove headlamps.
4. Remove radiator tie rods.
5. Remove radiator hose.
6. Remove radiator shell, radiator core, hood lower side panels and both front fenders as a complete assembly.
7. Remove mat and floorboard.
8. Disconnect propeller shaft.
9. Remove transmission.
10. Remove clutch and brake pedals.
11. Disconnect choke, throttle linkage and vacuum lines.
12. Disconnect exhaust pipe at manifold.
13. Disconnect heat indicator tube and bulb at cylinder head.
14. Disconnect oil gauge line at flexible tube.
15. Disconnect starter cable at starter.
16. Disconnect coil wires.

17. Disconnect windshield wiper hose.
18. Disconnect generator wires.
19. Disconnect starter linkage.
20. Disconnect carburetor-to-brake booster line check valve.
21. Remove carburetor air cleaner, horn, breather pipe, ignition coil and brake master cylinder.
22. Remove engine mounting bolts.
23. Lift out engine assembly.
24. Reverse the foregoing procedure to install the engine. The exhaust pipe bracket should be loosened and the engine allowed to run a few seconds before tightening engine mounting bolts and exhaust pipe support brackets. This is important for correct engine alignment.

1949-56 C.O.E. Trucks

1. To remove the engine and transmission without removing the cab, proceed as follows:
2. Drain cooling system.
3. Remove hood.

4. Remove radiator, grille and front fenders as a unit.
5. Remove floor mat and floor boards.
6. Disconnect choke, throttle linkage and vacuum lines.
7. Disconnect generator and horn wires, battery ground cable and coil wires.
8. Remove generator.
9. Disconnect hand brake linkage.
10. Remove body-to-fender tie bar.
11. Remove carburetor air cleaner and driver's seat.
12. Remove crankcase filler pipe.
13. Disconnect universal joint at rear of transmission and install a roller jack under transmission.
14. Disconnect exhaust pipe and carburetor air cleaner pipe.
15. Disconnect clutch and brake pedal.
16. Disconnect oil filter lines.
17. Disconnect oil gauge line at engine.
18. Disconnect brake line to master cylinder.
19. Disconnect thermostat plug from cylinder head.