OPERATOR'S MANUAL

1947 LINCOLN

MODEL 76H

LINCOLN
Division of FORD MOTOR COMPANY
DETROIT, MICH.

3690-47

April 7, 1947

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1947 LINCOLN

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FOREWORD

Lincoln engineers and craftsmen have contributed years of experience and the utmost care in the design, selection of materials, and in the construction of your 1947 Lincoln. Therefore, you may look forward confidently to many, many thousands of carefree motoring miles. Like every fine piece of mechanism, the Lincoln motor car, too, requires a certain minimum of consideration from the owner. Lubrication requirements, as recommended in Section II of this manual, are essential to maximum performance, and the occasional need that may develop for minor adjustments should be brought to the early attention of your Lincoln dealer's service department.

Section I of this book contains information and instructions that will be of assistance in the operation of the car.

Section II of this book contains a lubrication chart and recommendations for periodic preventive maintenance service, and also instructions for changing tires. Authorized Lincoln dealers are prepared and equipped to take care of all necessary services.

Section III of this book contains specifications of the entire car and its components.

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OM 201



Figure 1—Lincoln Sedan, Model 76H

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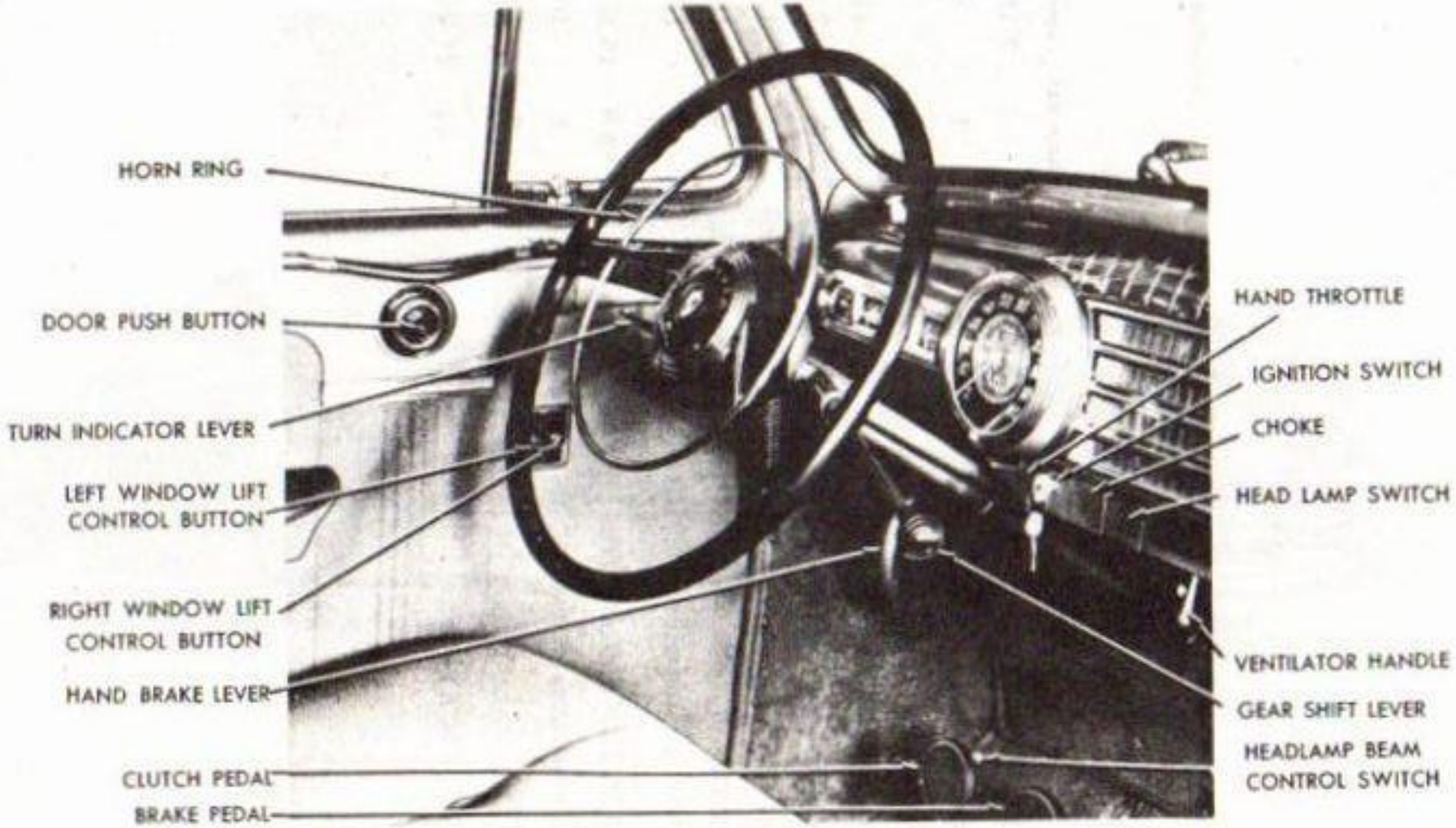


Figure 2—Driver's Controls

Section

I

CONTROLS AND OPERATION

	Paragraphs
Description	1
Driver's controls	2
Instruments and gages	3
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1. DESCRIPTION.

a. The 1947 Lincoln Car, Model 76H, is powered by a 125 horsepower, V-type, 12-cylinder engine. The transmission has three forward speeds and one speed in reverse. The car is equipped with safety glass throughout. The engine number is also the serial number of the car and is located on the left side of the frame front cross member. The same number is also located on top of the clutch housing.

2. DRIVER'S CONTROLS.

a. Seat Adjustment. The driver's seat is easily adjusted by lifting up on the seat adjustment lever located in front of the seat cushion, convenient to the driver's right hand.

b. Window and Door Controls. (fig. 2)

(1) *DOOR WINDOWS.* The door windows are raised or lowered by concealed hydraulic cylinders. A control switch is provided at each window. The left front window is provided with two switches to give the driver convenient control of both door windows.

(2) *VENTILATING WINDOWS.* The ventilating windows are locked by a latch at the bottom of the window. To unlock the ventilating windows, press the latch button and turn the latch. The ventilating windows are opened or closed by a small handle below the windows.

(3) *DOOR CONTROLS.* All inside door controls are of the push-button type. Each door can be locked from the inside by merely pressing down the push button in the window lower moulding.

c. Brake Pedal (fig. 2). Two shoe hydraulic brakes are provided at each of the four wheels, and are operated by a conventional foot pedal located to the right of the steering column. Each time the brake pedal is depressed sufficiently to apply the brakes, a stop lamp switch on the rear of the hydraulic brake master cylinder completes

the stop lamp circuit through the stop lamp bulb located in the license lamp bracket.

d. Hand-Brake Lever (fig. 2). The hand brake lever is mounted to the left of the steering column below the instrument panel. The hand brake lever should be completely released before attempting to move the car. Depressing the brake pedal will assist in releasing the hand brake.

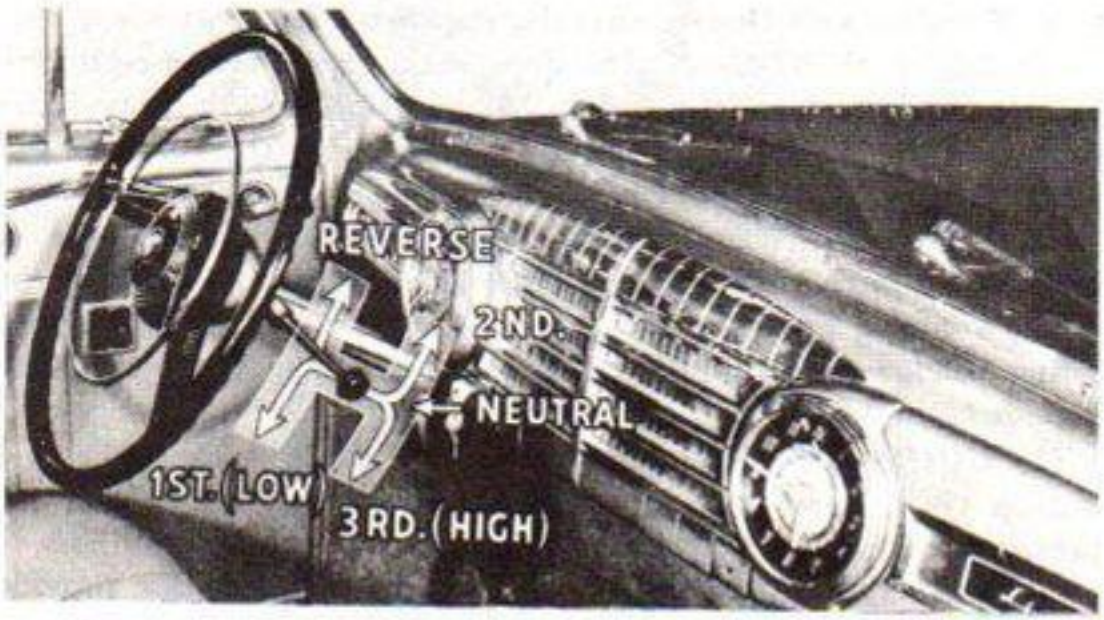
e. Throttle Controls (fig. 2). The accelerator pedal is located to the right of the steering column, convenient to the driver's right foot. The hand throttle control is located on the instrument panel below the speedometer.

f. Clutch Pedal (fig. 2). The clutch pedal is located on the floor in front of the driver's seat, convenient to the driver's left foot. When the clutch pedal is pressed downward, the clutch is released and the engine is disengaged from the transmission. Avoid driving with the foot resting on the clutch pedal, otherwise premature wear of the clutch may result.

g. Gearshift Lever. The gearshift lever is located to the right of, and underneath, the steering wheel. Figure 3 shows the position of the lever for the various gear ratios.

h. Transmission Overdrive (Optional Equipment).

(1) *CONTROL AND OPERATION.* The only manual control for the overdrive is the lockout control knob on the left side of the instrument panel. When this knob is pushed in, the overdrive will be in operation.



OM 222

Figure 3—Gearshift Lever Positions

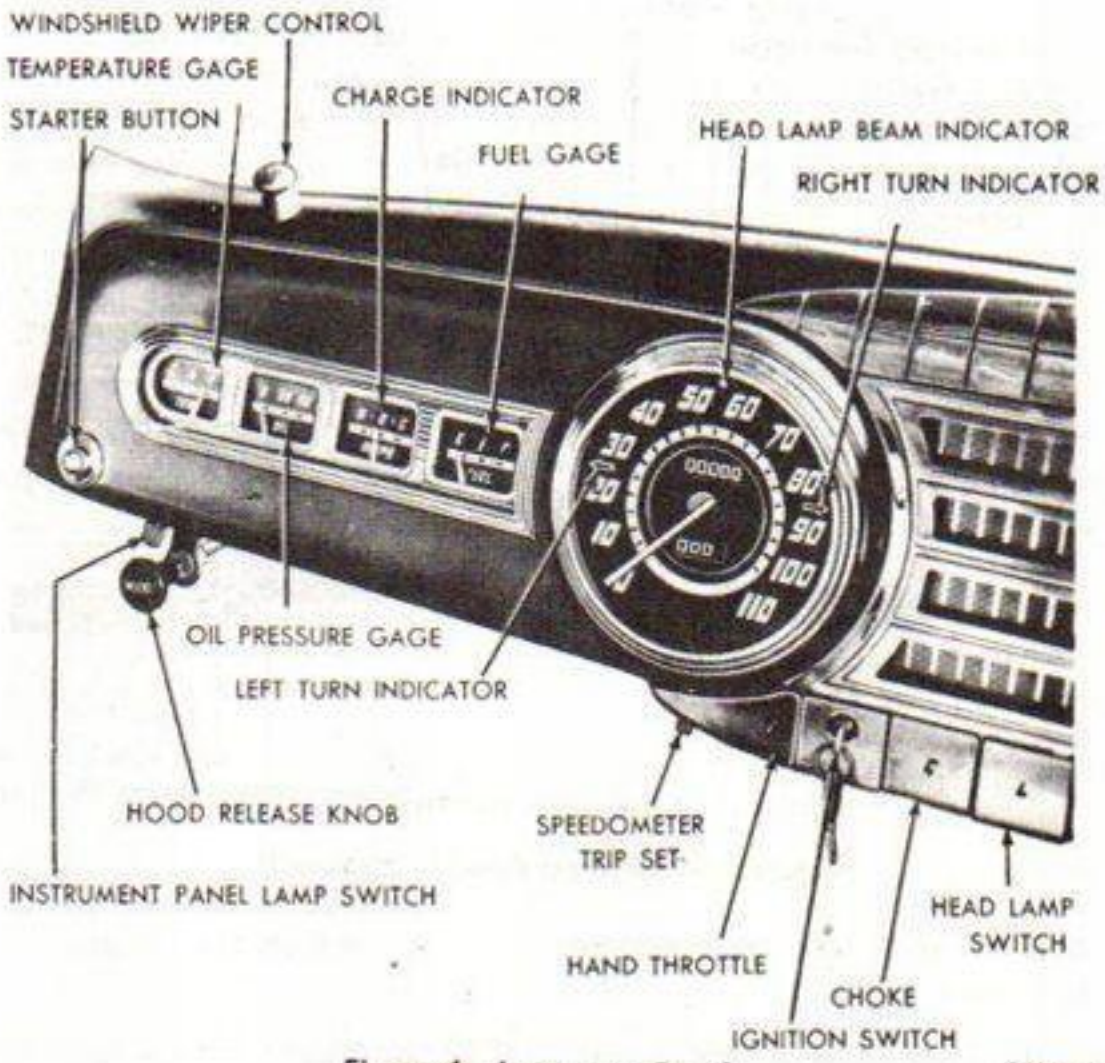


Figure 4—Instrument Panel OM 219

When the car speed is increased above 25 miles per hour, the overdrive goes into operation automatically as soon as the foot pressure is removed from the accelerator pedal. An indicator at the bottom of the speedometer face is illuminated when the overdrive goes into operation. When the car speed falls below 23 miles per hour, the return to standard drive from overdrive is automatic. The return to standard drive from overdrive at any speed above 25 miles per hour (for additional acceleration or power) is accomplished by pressing the accelerator pedal all the way down (past wide open position). The unit then remains in standard drive until the foot pressure is removed from the accelerator pedal. The clutch pedal is not used in any of the above operations.

(2) *OVERDRIVE LOCK-OUT.* To lock out the overdrive at any car speed above 25 miles per hour, press the accelerator pedal all the way down (past wide open position) and pull out on the lockout control knob, then release the accelerator pedal. To properly lock out the overdrive below a car speed of 25 miles per hour, bring the engine

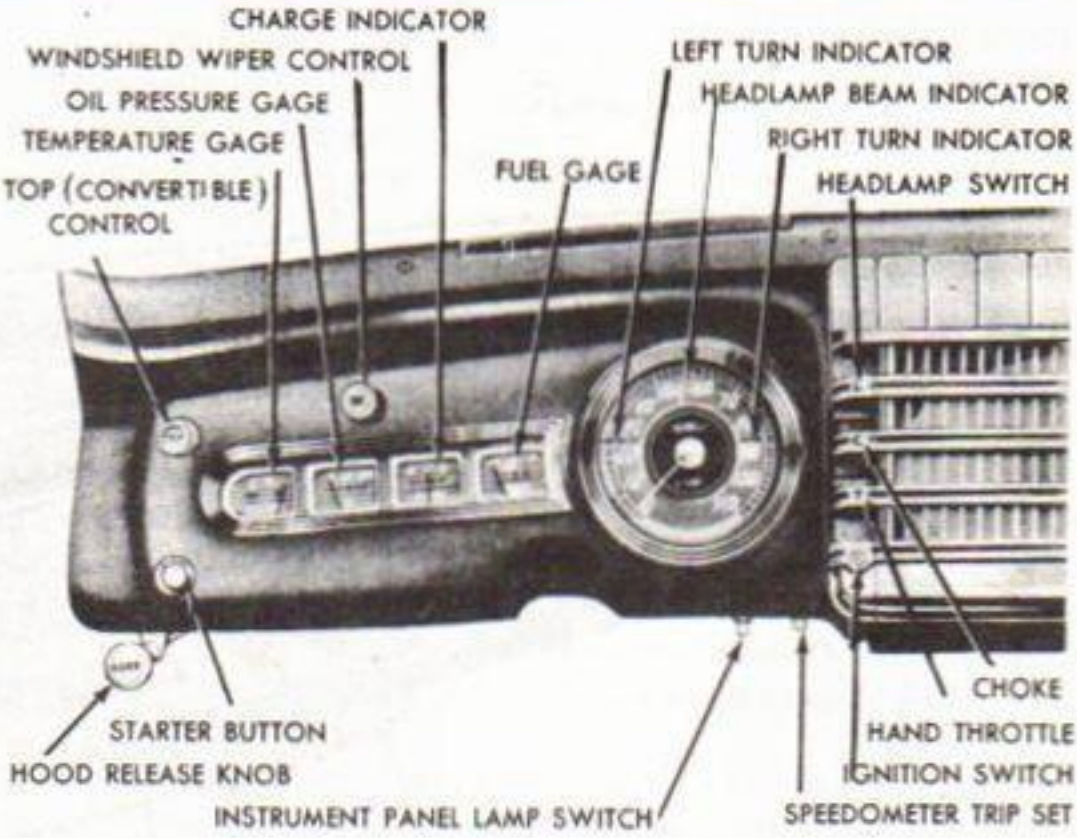


Figure 5—Instrument Panel (Continental) OM 220

R.P.M. up to the car speed and then pull out on the lockout control knob.

i. Windshield Wiper Control. The windshield wiper is controlled by a knob located on the instrument panel (figs. 4 and 5). To operate the wiper, pull the knob out and rotate it clockwise. The speed of the windshield wiper is controlled by the degree the control knob is turned.

j. Hood Release. The hood release knob is located on the left side of the instrument panel (figs. 4 and 5). After releasing the hood lock by pulling out the release knob, it is necessary to push a secondary safety catch located under the front of the hood before the hood can be raised.

k. Automatic Top (Convertible Bodies). The automatic top is raised or lowered by hydraulic action. This is accomplished through an actuating piston and cylinder assembly for each side of the top. This assembly is located within the side structure of the body. Hydraulic pressure is supplied by an electrically driven hydraulic pump which is located under the hood.

(1) *To Lower the Top.* To lower the top, press up on the toggle clamp catch on each side of the top, and pull the clamp lever out. This will loosen the clamp bail, permitting it to be removed from the top fitting. Before lowering the top, make sure that the bails are

unhooked from the top fittings. A control knob is provided to raise or lower the top. This is located on the left side of the instrument panel and is marked TOP. Pull the control knob out, holding it until the top is completely lowered. The two fasteners at each side along the lower edge of the top will release without attention as the top is being lowered. When the top is being operated, the windows may be in either the Up or DOWN position.

(2) *To Raise the Top.* To raise the top, push the control knob in, holding it until the top is completely raised to within an inch or two of closing at the windshield. Pull the top front header down over the dowels of the windshield, hook the bail over the top fitting on each side, and push each clamp lever in all the way. Snap the two fasteners in place on the lower edge of the top on each side.

(3) *If the Top is to be Left Down for a Long Period.* If the top is to be left down for a long period, it is advisable to pull the padded portion of the top material out from between the bows and slat irons to prevent chafing the top material. The top boot (stored in the luggage compartment) should be installed and secured with the snap fasteners.

CAUTION: *Do not attempt to operate the top when the car is in motion.*

3. INSTRUMENTS AND GAGES (figs. 4 and 5).

a. Charge Indicator. The charge indicator, located in the instrument group, indicates whether there is current flowing into, or out of, the battery. The current is controlled by the generator regulator, and the strength of current will vary with the electrical load and the condition of the battery. When the voltage of the battery reaches a predetermined value, the indicator hand tends to indicate a lower charging rate. The indicator hand may fluctuate slightly at this point due to the action of the generator regulator.

b. Fuel Gage (figs. 4 and 5). The fuel gage, located in the instrument group, is of the electrically operated delayed action type. It is actuated by a float in the fuel tank. The ignition switch must be on before the gage will register.

c. Water Temperature Gage (figs. 4 and 5). The water temperature gage, located in the instrument group, is also of the electrical type, and indicates the water temperature in the cooling system. The gage operates only when the ignition switch is on. The indicator hand rests at the H (hot) end of the gage when the ignition switch is off.

d. Oil Pressure Gage (figs. 4 and 5). The oil pressure gage, located in the instrument group, is of the electrical type, and indicates the oil pressure to the engine bearings. The gage should read approxi-

mately 30 to 45 pounds with the engine running at 2000 revolutions per minute or a car speed of 40 miles per hour in high gear and with the oil at normal engine operating temperature, the oil pressure will be higher than normal if the engine is cold. The oil pressure will decrease as the engine speed is decreased. Failure of the gage to show pressure generally indicates insufficient oil, and the level of the engine oil should be checked immediately.

e. Speedometer (figs. 4 and 5). The speedometer trip set is located on the lower edge of the instrument panel below the speedometer.

f. Clock. The clock is electrically operated and winds itself approximately every four minutes. A reset knob is located on the lower edge of the instrument panel. When the battery is disconnected for any reason, the clock becomes inoperative. A 3-ampere fuse is located in the wire leading to the clock.

4. SWITCHES, KEYS, AND MISCELLANY.

a. Head-lamp Switch. The head-lamp switch control is located near the center of the instrument panel on the lower edge (fig. 4). The head-lamp switch control on the Continental is located to the right of the speedometer (fig. 5). Pulling the control out to the first position lights the parking lamps, tail lamps, and instrument lamps. Pulling the control all the way out, lights the head-lamps, tail lamps, and instrument lamps.

b. Head-lamp Beam Control Switch (fig. 2). The head-lamp beam control switch is located on the floorboard to the left of the clutch pedal. After the head-lamps have been turned on, this switch is operated by the left foot to change to either the country (upper) or the traffic (lower) beam of the head-lamps. The upper beam is used for country driving where maximum illumination is desired. The lower beam is used when approaching oncoming cars or when driving in the city. The head-lamp beam indicator, located at the top of the speedometer face, is illuminated when the head-lamps are switched to the upper beam.

c. Instrument Panel Lamp Switch (figs. 4 and 5). The instrument panel lamp switch is located on the bottom flange of the instrument panel. Turning the switch permits the driver to dim, brighten, or turn off the instrument lamps as desired. The head-lamp switch must be on in order to turn the instrument panel lamps on.

d. Directional Signal. A directional switch is located underneath the steering wheel and is operated by a lever convenient to the driver's left hand (fig. 2). Moving the lever upward indicates a right turn by causing a flasher signal to operate in the right tail lamp, the right front

parking lamp, and in the right side of the speedometer; moving the lever downward indicates a left turn by causing a flasher signal to operate in the left tail lamp, the left front parking lamp, and in the left side of the speedometer. The directional signal lever returns automatically to the OFF position as the turn is completed.

e. Starter Button (figs. 4 and 5). The starter button is located on the lower left side of the instrument panel. When the starter button is pushed in, it causes the starting motor to crank the engine.

f. Ignition Switch (figs. 4 and 5). The ignition switch is located on the instrument panel below the speedometer. With the ignition switch pulled on, the ignition circuit, the fuel level gage, the water temperature gage, and the oil pressure gage circuits are completed.

g. Keys. The key code numbers are indicated on metal tags attached to the keys. Keep a record of these key code numbers so that, in case of loss, new keys may be ordered by code number. One key fits the steering lock and the door lock, the second key fits both the glove and the rear compartments.

h. Jack. A ratchet-type bumper jack is provided in the luggage compartment.

i. Radiator Cap. The radiator cap is of the pressure type. When removing the cap, turn it slowly to the first notch. After the vapor pressure has escaped, turn the cap all the way.

5. STARTING THE ENGINE.

a. Preliminary Instructions. Before attempting to start the engine, make sure that the function of each control is thoroughly understood and the significance of the readings on the various instruments is understood. Be sure the gearshift lever is in neutral position (fig. 3).

b. Warm Weather Starting (Temperature Above Freezing). Pull the ignition switch on. Hold the clutch pedal down, and press the starter button. If the engine soes not start promptly, pull the choke control part way out. NOTE: *If the engine is hot and does not start promptly, hold the hand-throttle control out while the engine is being cranked. Do not use the choke.*

c. Cold Weather Starting (Temperature Below Freezing). Pull the ignition switch on. Pull the choke control all the way out. Hold the clutch pedal down, and press the starter button. As the engine starts, push the choke button in gradually as far as possible without disturbing the smooth running of the engine. As soon as the engine

is warmed up, push the choke control all the way in. Avoid racing the engine while it is cold.

6. DRIVING.

a. Setting the Car in Motion. Release the hand-brake lever. Fully depress the clutch pedal so that the clutch will be completely disengaged. Move the gearshift lever up and backward into first gear position (fig. 3). Depress the accelerator pedal slightly to speed up the engine. As the engine speed increases, gradually and smoothly engage the clutch. As the clutch engages and the car starts to move, increase the pressure on the accelerator pedal.

b. Changing to Higher Gears. At a speed below ten miles per hour, depress the clutch pedal, and at the same time release the pressure on the accelerator pedal. Move the gearshift lever out of the first gear position into neutral and from there into the second gear position (down and forward, fig. 3), then engage the clutch without any hesitancy, and at the same time press down on the accelerator pedal. At a car speed between 10 and 20 miles per hour, follow the same procedure as outlined above, and move the gearshift lever straight back into the third or high gear position. Do not drive with the foot resting on the clutch pedal as this may cause premature wear of the clutch facings and clutch release bearing.

c. Backing the Car. To avoid possible damage to the transmission gears, the car must be brought to a complete stop before shifting into reverse gear. To operate in reverse, disengage the clutch, move the gearshift lever up and forward (fig. 3). Speed up the engine slightly by putting a light pressure on the accelerator pedal. Engage the clutch, and at the same time exert slightly more pressure on the accelerator pedal so that the engine will pick up the load smoothly.

d. Operation on Hard Pulls. On exceptionally severe pulls it is advisable to shift to a lower gear to avoid undue strain on the engine.

e. Use of Gages on Instrument Panel. The driver should be familiar with all of the gages, and should note their readings frequently during operation of the car. If the readings of either the temperature or oil gages appear to be abnormal, stop the engine and determine the cause immediately.

f. Stopping the Car. Remove the foot from the accelerator pedal. Except for emergency stops, this should be done some distance before reaching the point where the car is to stop so that the compression of the engine will reduce the car speed. Apply the brakes by pressing down on the brake pedal. When the speed has been reduced to approximately 7 miles per hour, disengage the clutch and move the transmission gearshift lever into the neutral position (fig. 3), maintaining pressure on the brake pedal until the car stops. Apply the hand brake if the car is to be parked. Don't park with the car in gear as this may force the transmission gear to absorb shocks that normally would be absorbed by the car bumpers.

7. OPERATION UNDER UNUSUAL CONDITIONS.

a. Operation in Cold Weather. When temperatures of 10°F. below zero or lower prevail, S.A.E. 10W oil diluted with 10% kerosene should be used in the engine. Cold weather starting problems are frequently the result of improper preparation or maintenance of the car, and can be attributed to engine oil that is too heavy for the temperature encountered, or the battery being low in charge.

b. Anti-freeze Solution. Genuine Ford anti-freeze may be obtained from Lincoln dealers. Ethylene glycol, or alcohols are also satisfactory anti-freeze solutions. These are organic liquids and like water will cause rusting in any system containing iron. This iron rusting can be controlled by the use of a rust inhibiter which can be obtained at Lincoln dealers. Ford anti-freeze, Ethylene glycol, and some brands of alcohol, as marketed, contain an effective inhibiter to control this corrosion.

c. Draining the Cooling System. A drain valve is provided at the bottom of the radiator on the left side. Drain valves, at the forward end of each bank of cylinders just below the water pumps, are provided for draining the water from the cylinder block. All three drain valves must be opened to completely drain the cooling system. To control rusting, and corrosion in the cooling system, a rust inhibiter is put in the radiator at the factory. In case of draining the water it is recommended the system be refilled with fresh water (where anti-freeze is not being used) and rust inhibiter again added.

d. Operation at High Temperatures. When operating at high temperatures, observe the water temperature gage frequently; add water to the cooling system when required to prevent overheating. The viscosity of oil decreases at high temperatures. Be sure the oil being used has sufficient body for the prevailing temperature (fig. 7, item V). Engine oil thinned out by high temperature is used up more rapidly. Check the engine oil level frequently.

e. Operation at High Altitudes. High altitudes result in lowering of compression due to lowered atmospheric pressure and a corresponding lowering of the developed horsepower. Due to rarefied atmosphere, a smaller quantity of air is taken into each cylinder while the quantity of fuel remains practically the same as at sea level. This results in the fuel air mixture being too rich. This can be remedied by installing smaller carburetor jets if the car is to be operated continually at high altitudes. Generally speaking, elevations up to 5,000 feet present no particular carburetion problems.

f. Operation Under Dusty Conditions. When driving the car over dusty roads, the crankcase breather screen in the oil filler cap and the carburetor air cleaner should be frequently cleaned (fig. 7, items W and X). Cars operated under dusty conditions should have the engine oil and the filter cartridge changed as often as necessary to keep the oil free from dust.

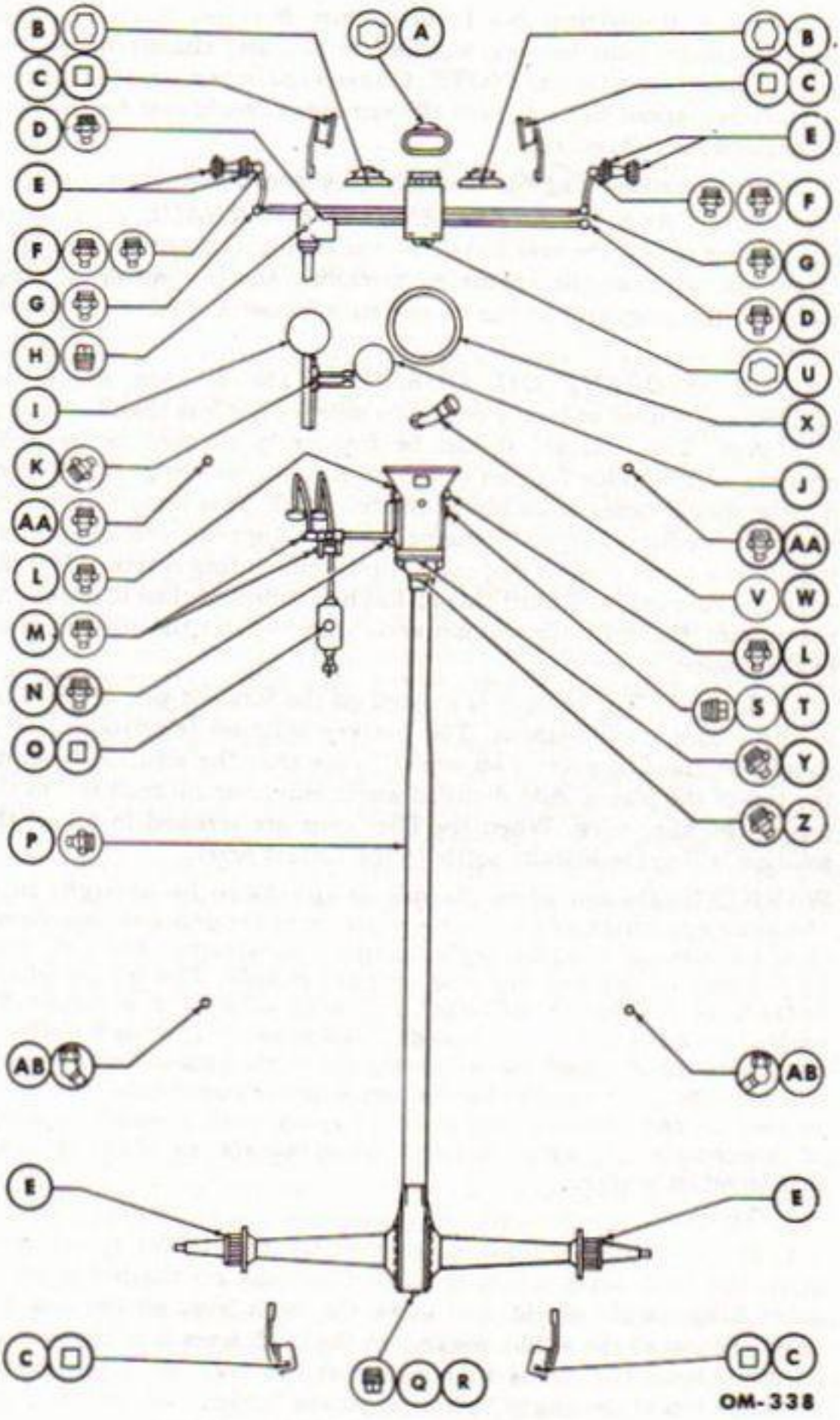


Figure 6—Lubrication Chart

¶ 9. a.

LUBRICATION POINTS		TYPE OF LUBRICANT AND PROCEDURE	LUBRICANT PERIODS
(A)	Distributor	Few drops of engine oil	5000 miles
(B)	Water pumps	Engine oil	1000 miles
(C)	Shock absorbers	Add Ford shock absorber fluid M-4633B	5000 miles
(D)	Drag link	Pressure gun grease	1000 miles
(E)	Front and rear wheel bearings	Repack with Ford wheel bearing lubricant —M-4664 once a year or at least every	10000 miles
(F)	Steering spindles	Pressure gun grease	1000 miles
(G)	Tie rod	Pressure gun grease	1000 miles
(H)	Steering gear case	Add as required mild E.P. S.A.E. 90 for all seasons	1000 miles
(I)	Hydraulic window lift reservoir and motor	**With all windows open** add Ford brake fluid M-3833 to level of reservoir filler spout. CAUTION: **Do not use mineral oil.**	5000 miles
		Apply 3 to 4 drops S.A.E. 10 Engine oil in oil hole, top of motor	5000 miles
		Each Fall drain reservoir and clean with **alcohol. Do not use cleaning fluid.** Refill to level of filler spout with Ford brake fluid.	
(J)	Oil filter	Replace filter cartridge. After replacing cartridge, run engine, check for leaks at filter and recheck oil level	5000 miles
(K)	Gearshift levers	Pressure gun grease	1000 miles
(L)	Clutch release shaft	Pressure gun grease	5000 miles
(M)	Clutch and brake pedals	Pressure gun grease	1000 miles
(N)	Clutch pedal shaft	Pressure gun grease	1000 miles
(O)	Brake master cylinder	Add Ford brake fluid M-3833 (correct level ¼" from top)	5000 miles
(P)	Drive shaft center bearing	Pressure gun grease	1000 miles
(Q)	Rear axle	Add hypoid gear oil to level of filler plug S.A.E. 90 E.P., Summer and Winter (temperature below —10° F. use hypoid gear oil S.A.E. 80 E.P.)	1000 miles
(R)	Rear axle	Drain, flush and refill with 4 pints hypoid gear oil S.A.E. 90 E.P. Summer and Winter (temperature below —10° F. use hypoid gear oil S.A.E. 80 E.P.)	5000 miles
(S)	Transmission	Add mild E.P. gear oil to level of filler plug in transmission, also in overdrive unit if so equipped Summer—S.A.E. 90 Winter—S.A.E. 80	1000 miles
(T)	Transmission	Drain, flush and refill transmission with 2 ¾ pints of mild E.P. gear oil, also one pint in overdrive unit if so equipped, twice yearly or at least every Summer—S.A.E. 90 Winter—S.A.E. 80	5000 miles
(U)	Generator	Engine oil—S.A.E. 20	1000 miles
(V)	Oil filter	Check oil level daily, replenish as required. Drain oil pan and refill with 5 qts. engine oil, four times a year or at least every	3500 miles
		Minimum temperature above +32° F.—S.A.E. 30	
		Minimum temperature above +10° F.—S.A.E. 20 or 20W	
		Minimum temperature above —10° F.—S.A.E. 10 or 10W	
		Lower temperatures 10W plus 10% kerosene	
(W)	Breather cap	Wash screen in gasoline—wet with engine oil when dry	3500 miles
(X)	Oil bath air cleaner	Remove cleaner, clean and refill sump to level mark with engine oil (same grade as used in engine) each time oil pan is drained, or more frequently under severe dust conditions. Occasionally wash filter assembly in cleaning fluid	3500 miles
(Y)	Universal Joint	Universal joint lubricant (cylinder oil soda soap grease)	1000 miles
(Z)	Drive shaft front bearing	Pressure gun grease	1000 miles
(AA)	Front Door lower hinge	Pressure gun grease (sparingly)	1000 miles
(AB)	Rear Door lower hinge	Pressure gun grease (sparingly)	1000 miles

OM-338 B

Figure 7—Key to Lubrication Chart

b. Changing Wheel. Before placing the jack in position to raise the car, make sure the hand-brake lever is firmly applied. Place the jack underneath the bumper and raise the car. When changing a rear wheel, it is necessary to remove the rear fender shield as outlined above. Pry off the hub cap with a tire iron, remove the wheel nuts, and lift off the wheel. To install the wheel, place it over the hub studs, install the wheel nuts and tighten them securely. Replace the hub cap. Lower the car and remove the jack.

c. Removing Tire from Wheel.

(1) *REMOVE TOP BEAD.* Remove the wheel as outlined above. Remove the valve core to deflate the inner tube completely. Loosen both tire beads from the wheel rim ledges, using a tire iron if necessary. With the wheel flat on the floor, stand on the tire with feet about 15 inches apart opposite the valve and force the tire bead off the rim ledge and into the drop center part of the wheel rim. CAUTION: *Care should be taken that the soft rubber tip on the inner edge of the tire bead is not damaged by the tire iron, as such damage will have a tendency to chafe the inner tube. It is advisable to coat the tire beads with soft soap, which will assist in removing the beads over the edge of the wheel rim and will also protect the inner edge of the beads.* Insert the two tire irons about 8 inches apart between the tire bead and the wheel rim near the valve, and pry the short length of the bead over the wheel rim. Leaving one tire iron in position, follow around the wheel rim with the other tire iron to remove the remainder of the bead. Remove the tube.

(2) *REMOVE BOTTOM BEAD.* Stand the wheel in an upright position with the bead in the drop center of the rim at the bottom. Insert the tire iron between the bead and the wheel rim at the top side of the wheel, and pry the wheel out of the tire.

d. Installing Tire on Wheel.

(1) *INSTALL BOTTOM BEAD.* Install the valve core in the inner tube valve and inflate the tube until it is barely rounded out and insert it in the tire casing. See that the balancing mark on the casing is opposite the valve stem. Before mounting the tire casing on the wheel use soft soap on the tire beads. Place the tire on the wheel rim, guiding the valve through the valve hole. Push the bottom bead down into the drop center part of the rim at the valve and force the remaining portion of the bead over the rim. A tire iron may be needed to pry the last portion of the bead over the rim.

(2) *INSTALL TOP BEAD.* At a point on the opposite side of the wheel from the valve, insert a tire iron between the top bead and the wheel rim, prying the bead over the rim. Holding this iron in position continue prying with the other iron, working around the rim until the bead is in place. Inflate the tube slowly, and see that the tire is centered on the rim on both sides. This "centering" may be done by bouncing the tire after approximately 15 pounds of air pressure has been added. Finish inflating the inner tube to the recommended pressure.

Section III

SPECIFICATIONS

Paragraph

Specifications 10

10. SPECIFICATIONS.

a. General.

Model	76H
Wheelbase	125 in.
Shipping weight (Sedan)	3980 lbs.
Over-all length (bumper to bumper)	218.05 in.
Tread:	
Front	59.0 in.
Rear	60.6 in.
Tire size	7.00 x 15—4 ply
Axle clearance:	
Front	7.66 in.
Rear	8.18 in.
Turning circle diameter	45 ft.

b. Capacities.

Fuel tank	19.5 gals.
Engine oil pan (less filter absorption)	5 qts.
Cooling system	24.5 qts.
Transmission	2¾ pts.
Overdrive Unit (optional equipment)	1 pt.
Rear axle	4 pts.
Oil bath air cleaner	Fill to indicated level
Tire pressure, front and rear	26 lbs.

c. Engine.

Type	75 degree, V-12
Horsepower	125—4000 rpm.
Taxable horsepower	39.6
Cylinder bore	2.875 in.
Stroke	3.75 in.
Piston displacement	292 cu. in.

Torque ..... 220 ft. lbs. at 2000 rpm.
Compression ratio ..... 7.20 to 1
Valve push rods:
Type ..... Hydraulic
Clearance ..... Zero
Compression pressure at cranking speed (at sea level). 105 to 125 lbs.
Engine mountings (2 front and 1 rear) ..... Rubber insulated

d. Ignition System.

Distributor:
Firing order 1-4-9-8-5-2-11-10-3-6-7-12
Drive ..... Directly by camshaft
Automatic spark advance ..... Vacuum controlled centrifugal governor
Automatic spark retard ..... Adjustable vacuum brake
Initial timing (degrees of crankshaft) ..... 2 B.T.C.
Maximum advance (degrees of crankshaft) ..... 25 B.T.C.
Distributor breaker cam ..... 6 lobe
Breaker contacts ..... 2 sets
Breaker contact spacing ..... .014 to .016 in.
Breaker arm and spring tension ..... 20 to 24 ozs.
Spark plugs:
Size ..... 14 MM
Gap ..... 0.028 in.

e. Fuel System.

Fuel gage, type ..... Electric
Carburetor:
Type ..... Dual down-draft
Adjustments:
Idle fuel adjustment ..... 2 screws
Idle speed adjustment ..... 1 screw
Accelerating pump stroke ..... Link
Fuel pump:
Type ..... Diaphragm
Drive ..... Push rod from eccentric on camshaft
Pressure ..... 1.5 to 3.5 lbs.

f. Cooling System.

Radiator cap (pressure type) operating pressure ..... 3.5 to 4.5 lbs.
Water pumps (two):
Type ..... Centrifugal
Drive ..... V-belt
Fan:
Type 6-blade
Drive ..... Direct by crankshaft

Thermostats (two):
- Starts to open at ..... 150°F. to 155°F.
- Fully open at ..... 170°F.

g. Electrical System.

Generator:
- Type 2-brush
- Drive ..... V-belt
- Rating ..... 30 amperes at 7 volts
- Capacity ..... 220 watts

Generator regulator:
- Cutout closing voltage ..... 6.1 to 6.3
- Voltage regulation (at 70°F. ambient) ..... 6.9 to 7.2
- Current limitation amperage ..... 37 to 40

Battery:
- Type 6-volt
- Number of plates (each cell) 17
- Capacity in ampere hours 120
- Terminal grounded ..... Positive

Starting Motor:
- Type 6-volt
- Drive ..... Automatic

Lamps:
- Head lamps:
  - Type ..... Sealed beam (two filament)
  - Head lamp switch location ..... Instrument panel
  - Head lamp beam control switch location ..... Floor
- Parking and directional signal lamp bulbs C.P. 3
- Tail and directional signal lamp bulbs C.P. 3
- Stop lamp bulb C.P. 21
- Floor lamp bulbs C.P. 3
- License plate lamp bulb C.P. 3
- Instrument panel lamp bulbs C.P. 1½
- Luggage compartment and dome lamp bulbs C.P. 3

h. Transmission.

- Type ..... Selective sliding gear
- Number of speeds forward 3

i. Clutch.

- Type ..... Single plate
- Release bearing (pre-lubricated) ..... Ball bearing
- Clutch pedal free travel ..... 1¼ to 2 in.