

V8 "85" PASSENGER Cars
 FORD 1934-36 Comm'l and Trucks

NOTE:—Engine changes made during 1936 as follows:
 New type steel-alloy piston (requiring special cylinder head) superseding aluminum alloy pistons.
 Heavier crankshaft with removable main bearings, new oil pump, new oil pan. Data on all types given below. Engines with each type equipment identified as follows:

Aluminum Alloy Pistons—Block not marked. Head marked '40'.

Steel-Alloy Pistons—Block marked 'SP' or 'SPG' on upper front end of left cylinder block near water coupling. Head marked '46' on top.

Heavier Crankshaft—Engine not marked but new pan with greater bearing clearance used.

MODEL IDENTIFICATION

Model	Year	Body Type
40	1934	Passenger Cars
48	1934	Commercial Chassis
BB	1934	Truck (131½" & 157" WB)
48	1935	Passenger Cars
50	1935	Commercial Chassis
51	1935	Truck (131½" & 157" WB)
68	1936	Passenger Cars
67	1936	Commercial Chassis
51	1936	Truck (131½" & 157" WB)

SERIAL NUMBER:—Same as engine number. Stamped on top of clutch housing and on left frame side member in front of dash bracket.

ENGINE NUMBER: Same as Serial Number (above).

TUNE-UP

COMPRESSION: Ratio—6.3-1 Aluminum Head (Passenger Cars), 5.32-1 Cast Iron Head (Trucks).

Pressure—140 lbs. at 2700 R.P.M. Max., 113 lbs. at cranking speed (6.3-1 Al. hd.), 110 lbs. at 2500 R.P.M. Max., 95 lbs. at cranking speed (5.32-1 iron hd.).

VACUUM READING:—Gauge should show steady reading of 18-20" with engine idling at 5-7 M.P.H.

FIRING ORDER: 1-5-4-8-6-3-7-2. See diagram for cylinder numbering and spark plug cable connections.

SPARK PLUGS: Champion No. 18. 18 mm. Metric type. Gaps—.025".

IGNITION: See Coil, Condenser, and Distributor.

Breaker Gap—.012-.014" (40-12127 Distr.), .014-.016" (68-12127 Distr.).

Cam Angle—35-37½° (closed). Both sets together.

Automatic Advance—8° max. at 1500 RPM (40-12127 Distr.), 950 RPM (68-12127 Distr.). Distributor degrees and RPM.

IGNITION TIMING: See Ignition Timing.

Std. Setting—4° BTDC. No flywheel marks provided (see Ignition Timing for method of setting ignition and also Vacuum Brake Adjustment).

CARBURETION: See Carburetor & Carb. Equipment.

Idle Setting—Both idle screws midway between "miss" and "roll" points. Idle speed 5-7 MPH.

Floot Level—Fuel level 15/32" below top of bowl.

Accelerating Pump—First type not adjustable. Inner hole—Summer, Outer hole—Winter (if adjustable).

Fuel Pump Pressure: 3½ lbs. maximum.

VALVES: See Valve Timing.

Tappet Clearance—.0125-.0135". No adjustment.

STARTING: See Battery, Starter, Generator, and Regulator (when used).