

**HOOD & SIDE PANEL REMOVAL:**—See *Ford Shop Notes*.

**OIL PAN REMOVAL:**—See *Ford Shop Notes*.

**MODEL IDENTIFICATION**

Model	Year	Body Type
77	1937	Commercial Chassis
78	1937	Passenger Cars
79	1937	Truck (131½" & 157" WB)
81A	1938	Passenger Cars
81C	1938	Commercial Chassis
81Y	1938	1 Ton Truck (122" WB)
81T	1938	1½ Ton Truck (134" WB)
817T	1938	1½ Ton Truck (157" WB)
81U	1938	Dump Truck (134" WB)
81W	1938	C-O-E Truck (134" WB)
811W	1938	C-O-E Truck (101" WB)
811Z	1938	C-O-E Dump Trk (101" WB)
811T	1938	School Bus (191" WB)
817W	1938	C-O-E Truck (157" WB)

**SERIAL & ENGINE NUMBER:**—Stamped on top of clutch housing and on left frame side member in front of dash bracket.

**TUNE-UP**

**COMPRESSION:** Ratio—6.2-1 Cast iron or Aluminum. Pressure—140 lbs. at 2300 RPM or 113 lbs. at cranking speed of 100 RPM.

**VACUUM READING:**—18-20" steady 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 (1937), Type H-10. 14 mm. Metric type (1938). Gaps—.025"

**IGNITION:** See Coil, Condenser, and Distributor. Breaker Gap—.014-.016" Cam Angle 36° (closed—both sets operating together). Automatic Advance—8° max. at 950 RPM (distr.).

**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 ⅝-¾ turn open (Stromberg Carb.), ½ turn open (Chandler-Groves Carb.). Idle speed 5-7 MPH.

**Float Level:**—Fuel level 15/32" (Stromberg Carb.), 11/16" (Chandler-Groves Carb.) below top of bowl. Accelerating Pump (Stromberg)—Inner hole—Summer, Outer hole—Winter.

**Accelerating Pump (Chandler-Groves)**—Center hole Normal. Inner hole (Summer), Outer hole (Winter) for extreme hot and cold temperatures.

**Fuel Pump Pressure:** 3½ lbs. maximum.

**VALVES:** See Valve Timing. Tappet Clearance—.011-.012" Intake, .014-.016" Exhaust. No adjustment.

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

**IGNITION**

**Ignition Switch:** Oakes Hershey type co-incidental ignition switch and steering post lock.

**1938 Switch:**—Oakes Steering Column & Ignition Lock Assembly No. 301665, Ford No. 81A-3676 (Pass. cars); No. 301685, Ford No. 81C-3676 (Comm'l. & 1 Ton); No. 301675, Ford No. 81T-3676 (Trucks). Ignition Switch No. 301683 (all models).

**Lock Cylinder:**—Hurd or Briggs & Stratton No. 80000,

Ford No. 81A-3686-A (with 2 keys). Key Series FJ000 -FJ999, FX000-FX999. Groove No. 17.

**COIL:** Ford No. 78-12036 or 81A-12036. Mounted on top of distributor as part of ignition unit assembly. **Resistor Unit:**—On 40-12250 Fuse Block on dash. Connected in coil primary circuit. **Ignition Current:**—4½-6 amperes (stopped). Ignition primary circuit resistance—1-1 1/3 ohms.

**CONDENSER:** Ford Part No. 78-12300 (78-12036 Coil), 81A-12300 (81A-12036 Coil). Capacity—.33-.36 microfarad.

**DISTRIBUTOR:** Ford No. 78-12127 (less ignition coil, and distributor plates). Double breaker, 8 lobe cam, full automatic advance type with Vacuum Brake Control (See Ignition Timing for adjustment).

**REPLACEMENT DISTRIBUTOR:**—Model No. 11A-12127 with different advance. See 1941 Ford V8 Passenger Car article for all data on this model.