

Comm'l & Trucks Ignition—Carburetion—Electrical

succession) in until engine begins to miss, out until engine begins to roll, finally turn screw in slowly until engine fires smoothly. Final setting should be approximately $\frac{3}{8}$ - $\frac{3}{4}$ turn (Stromberg), $\frac{7}{8}$ turn (Chandler-Groves) from inner seated position. Re-adjust stopscrew for correct idling speed.

NOTE—Vacuum gauge recommended for idling adjustment. Set for highest steady gauge reading.

Accelerating Pump Setting (Stromberg)—Two ball studs provided for pump link connection:
 'S'—Minimum Stroke, Summer operation.
 'W'—Maximum Stroke, Winter operation.

Accelerating Pump Setting (Chandler-Groves)—Three holes provided for pump link connection:
 Upper (Short Radius)—Min. stroke, Hot weather.
 Center—Medium stroke, normal temperatures.
 Lower (Long Radius)—Max. stroke, Cold weather.

NOTE—Link locked in pump rod by snap-lock. Pull link shaft out of pump rod to disengage lock.

CARB. EQUIPMENT

Fast Idle (All Models):—Integral with carburetor. Operated by choke lever. No adjustment required.

Air Cleaner: AC No. 1528237 Std., 1528395 Exp. Oil-wetted type. United or Donaldson heavy duty oil-bath type Optl.

Gasoline Gauge: King-Seeley Electric type. Ford No. **Dash Unit**—78-9280 (1937 All Models), 81A-9280A (1938 Std. Pass. Cars, Comm'l. & Trucks), 81A-9280B (1938 Deluxe Pass. Cars).

Tank Unit—78-9275 (1937-38 Pass. Cars & Comm'l.), 79-9275A (1937 First 2500 Trucks), 79-9275B (1937-38 Trucks after first 2500), 70-9275 (Bus).

For complete data, refer to Carburetion Equip. Index.

Fuel Pump: AC Type R, No. 1523138 (1937), 1523307 Ford No. 68-9350 (1938). Diaphragm type.

For complete data, refer to Carburetion Equip. Index.

BATTERY

Ford No. 78-10665-A (1937), 81A-10665-A (1938). 6 volt, 17 plate, 100 ampere hour (20 hr. rate).

Starting Capacity—126 amperes for 20 minutes.

Zero Capacity—300 amperes for 3.3 minutes.

Grounded Terminal—Positive (+) terminal grounded to dash. **Engine Ground**—Ground strap between right rear cylinder head stud and dash.

Location—Battery mounted in cowl recess on right hand side under engine hood.

STARTER

Ford No. 18-11003. Armature No. 18-11005.

Starter Brace (to correct thumps or pounds)—See *Ford Special Shop Notes for corrective data.*

Drive—Inboard Bendix L11FX-10, Ford #B-11350.

Rotation—Counter-clockwise at commutator end.

Brush Spring Tension—2 lbs. each.

Cranking Engine—100 RPM., 190-215 amperes.

Performance Data

Torque	R.P.M.	Volts	Amperes
4 ft. lbs.	1070	4.8	200
8 "	660	4.3	340
12 "	300	3.65	465
14 "	Lock	3.5	500

Starting Switch:—R.B.M. Model 2220, Ford No. 78-11450. Magnetic type mounted on right side of engine dash above starter. Controlled by pushbutton switch on instrument panel, Ford No. 78-11500 (1937), 81A-11500 (1938).

Removal:—Starter mounted on right front face of fly-wheel housing. To remove, take off pan at right of engine, remove through bolts on comm. endplate.