

1939 AMBASSADOR EIGHT SPECIFICATIONS

ENGINE—Valve-in-head, 115 horsepower Super-Thrift Engine of Monitor-Sealed design; bore 3 1/8"; stroke 4 1/4"; displacement 260.8 cu. in.; taxable horsepower 31.25, with full pressure lubrication; rifle bored connecting rods; Invar Strut Aluminum pistons fitted with four piston rings; full length water jacketing; dual carburetion with automatic choke; Twin Ignition Power with two spark plugs per cylinder; Double Automatic Spark Control; nine bearing crankshaft with 83.17 sq. in. of bearing area and mounted in 4-point rubber engine mountings.

CHASSIS—125-inch wheelbase with rigid girder X-type frame having box section side rails of double thickness and three cross-members; Oversized Super-Hydraulic Brakes with 216 sq. in. of lining area; Synchronized Pre-Lubricated Springs fitted with bearing metal inserts

for soft, uniform action, packed in special lubricant and enclosed in metal covers; solid front axle for greater stability and safety; Ride Stabilizer mounted in rubber to stabilize steering and prevent sway on turns; Sky-liner type Super-Hydraulic shock absorbers with "sea-leg" mounting for greater comfort and stability; arrow straight finger tip steering with shock eliminator; all silent Synchro-Shift Transmission with Automatic Fourth speed forward; new ball bearing Steering Column Gearshift, optional extra; and big section 16 x 7.00 low pressure tires with silent ribbed tread.

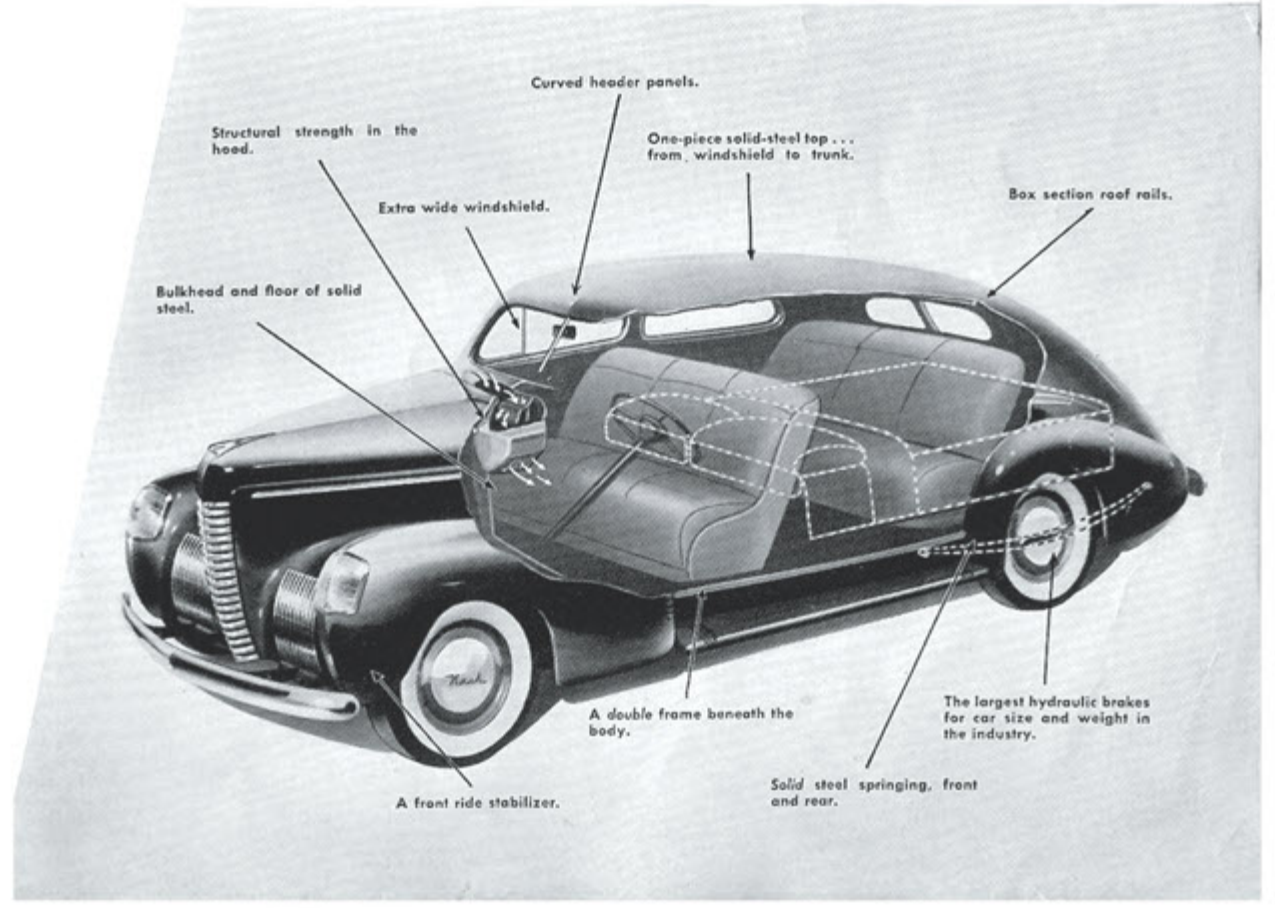
BODY—All-Steel, heavily braced and welded into rigid one-piece unit. Completely insulated and sound-proofed throughout. New Sand-Mortex insulating material applied to steel floor makes most silent running car on road. Weather-sealed throughout to prevent entrance

of annoying drafts. Entire body and fenders bonderized to prevent rust. No draft ventilating system. Exclusive Nash Automatic Weather-Eye Conditioning System, optional extra.

EQUIPMENT—Bumpers; bumper guards; metal spring covers; wheel trim rings; dual ash trays and cigar lighters in rear compartment of Sedans; electric clock; robe cord; sliding assist cords; glove box door lock and light; dual sun-visors and windshield wipers; dual trumpet horns; flexible spoke steering-wheel and horn ring; voltage control generator; spare wheel and tire.

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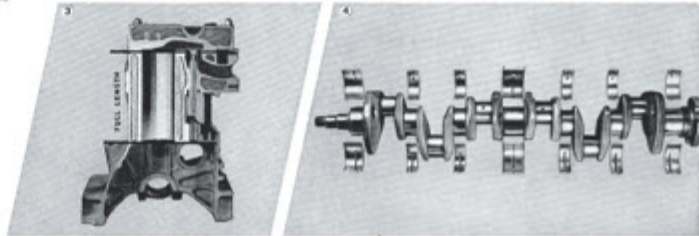
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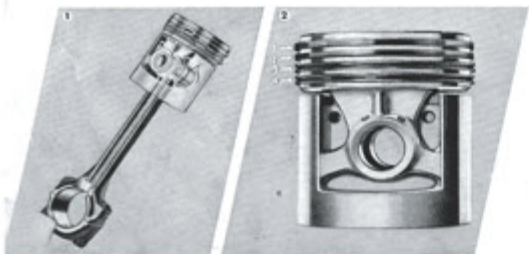
This has been our policy since 1917. Letters received every day at the factory tell of Nash cars ten to fifteen years old, with speedometer readings in hundreds of thousands of miles. This is evidence of Nash pride of ownership!

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HOW TO MAKE A GREAT CAR GREATER

- The accessories shown on this page have been specially designed by Nash engineers to add to your motoring enjoyment.
- "Fogger-Eye" Conditioning System—for year-round motoring comfort (see pages 4 and 5).
- De Luxe Two-Unit Radio—with automatic Finger-Tip tuning and new type cowl antenna.
- Electric Panel Clock—with built-in glove compartment door light.
- Electric Click Lighter—automatically clicks out when ready to light... can be passed around to all passengers.
- Flexible Spoke Steering Wheel—with safety horn blowing ring.
- Safety Fog Lamps—Cut through fog for maximum bad-weather visibility.
- License Plate Frames—Made of gleaming chrome.
- Exhaust Pipe Extension—dresses up rear of car.
- Master Bumper Bar—provides extra protection and adds to appearance.



IT'S SAFE to hunt thrills—in a Nash! New wider windshield assures perfect vision... extra big hydraulic brakes stop at split-moment notice. Even the steering is surer, safer!



AHEAD OF TIME—new lively Nash engine whips through traffic, flashes from 15 to 50 MPH, in 13 seconds, in high.

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You're going to find a new tingle in your pulse when you drive this new Nash.

Here it is, waiting for your inspection now. A long silver bullet of a car... poised for instant flight—it looks alive!

And it IS alive... all it needs is you to let it loose. But—go easy—it's fire on four wheels!

Try to keep that whistle off your lips when that new power-packed engine lets go... when that Fourth Speed Forward* sends you bursting into a new range of performance.

Just try to be bored when you discover that you can take the lead over the pack, on hill or flat, and never hear your engine.

Try to be blasé when a tiny dial* you twirl brings fresh-conditioned air to keep out dust and drafts and banish chilly moments.

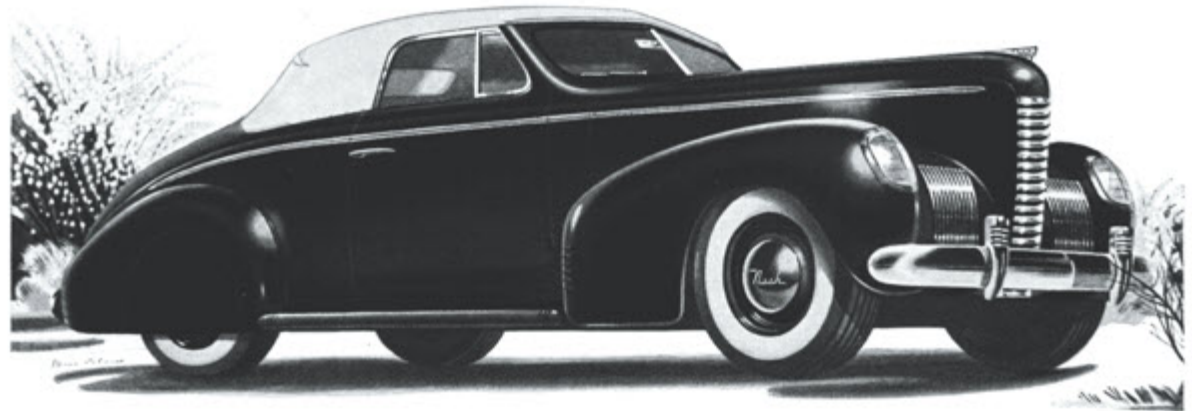
Try to look indifferent when you cruise down a busy street and find yourself the center of attention.

Then try to go back to quiet ways and ordinary automobiles!

Sounds exciting, but here's still more... you'll find a new Steering Post Shift*... soundproofing that lets you drive all day in perfect relaxation... and sedans have a convertible bed for that vacation trip.

Ten models are priced next to the lowest! So get a Nash from your dealer—and try to keep calm.

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REAL STORIES

from the

SHOP

(Or, What Could Possibly Go Wrong???)
by Ron Carpenter

A recent incident in the shop showed me the answer to the old question of "You know what burns my Butt??".

I was working on my 1940 110 sedan, I had recently acquired, and I found out that it had a new Y-N-Z wiring harness (probably 10 years old) and I knew that I could use it in my 1940 2 door sedan project. So I disconnected the battery since I was going to be working under the dash. I also removed the seat as well as the seat tracks. That would give me room to get under the dash. I replaced the battery cover and put down blankets on the floor to cushion laying on it.

The following pictures show what happened:

1. This picture shows the two burn holes in the blankets that I put on the floor that was 'BURNING MY BUTT'



2. The battery cover shows where the top of the battery terminals were touching the battery box cover.

3. The bottom of the cover shows the burned off terminal and the positive point of contact



3A This shows how the terminal was just welded to the cover



4. This is what the battery cover looked like when I turned it over and saw where the terminal melted to the cover



5. The Positive terminal you can see the melted terminal lead laying there.

6. The negative terminal literally melted the end of the battery wire



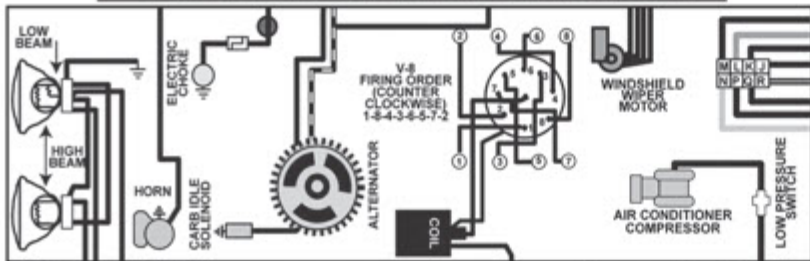
What all this shows it that I was cautious in disconnecting the battery but failed to realize that when I sat on the top of the cover my weigh bent the cover and caused it to short out across the battery terminals. I have also installed a Group 2 in the car and these batteries are taller.

A couple things to remember, someone before me had taken the backing off the cover and if the protection had it been in place it probably would have protected the top of the battery, so always have this protection. I glued some roofing paper on the cover and I also got a new stronger battery cover from John Ulrich* as he makes them out of thicker metal. He has a lot of parts and he makes a number of items for Packards. He also makes deeper battery boxes to lower the battery box. Check with him if you are having interference problems like me.

*John Ulrich Packard Parts, 510-223-9587

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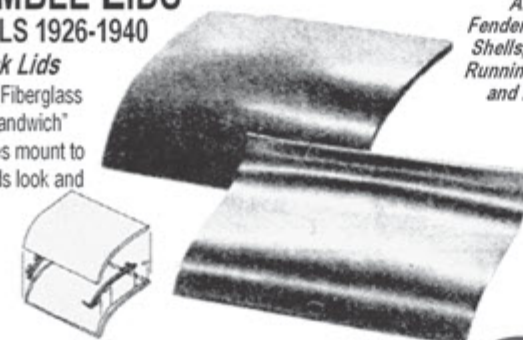
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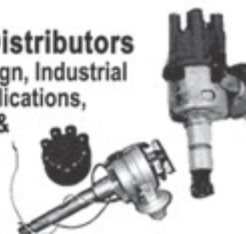
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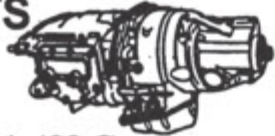
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1937-38 PLYMOUTH
ENGINE

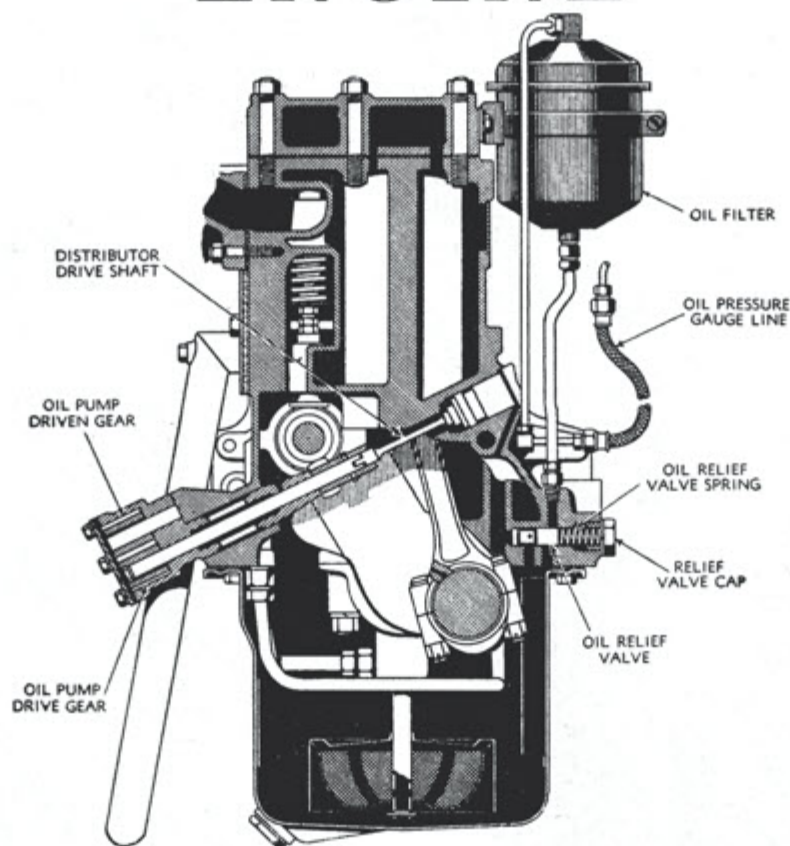


Fig. 1

Cross section view of Plymouth engine showing location of oil pump, distributor drive and oil relief valve.

Valve Timing

To check the valve timing: 1937-38 Models: Adjust the valve tappet clearance for No. 6 intake valve to .011" with the engine cold. Crank the engine until the pointer on the chain case cover, Fig. 2, is directly over the 6° mark after top dead center ("O" mark) on the crankshaft pulley. If the valves are timed correctly, the slack in the tappets will be taken up and the valve just starting to open.

Sprocket Timing Marks

All 1937-38 Models: To time the valves by the timing chain sprocket marks, turn camshaft and crankshaft until the "O" marks on the sprockets are adjacent and in a center line (AB, Fig. 3) drawn through the crankshaft and camshaft. Install the timing chain with the sprockets in this position.

Valve Tappets and Guides

How to Install Oversize Valve Tappets: 1937-38 Models: Remove the oil pan and camshaft and take the tappets out through the bottom of the engine. Remove the cylinder head and valves. Install the reamer pilot in the valve

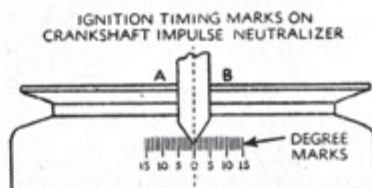


Fig. 2

Diagrammatic view of impulse neutralizer showing location of timing marks.

stem guides and ream the tappet guide to the correct size for the oversize tappet to be installed. Replacement tappets can be obtained in oversizes of .001", .008", .030" and .060".

Valve Tappet Clearance

How to Adjust Valve Tappet Clearance: 1937-38 Models: Remove the front wheel and take the removable panel out from between the front wheel and engine. Run the engine for a period of about 20 minutes to warm it up to normal operating temperatures. Remove the valve cover plates and adjust the clearance to .006" for the intake valves and .008" for the exhaust valves.

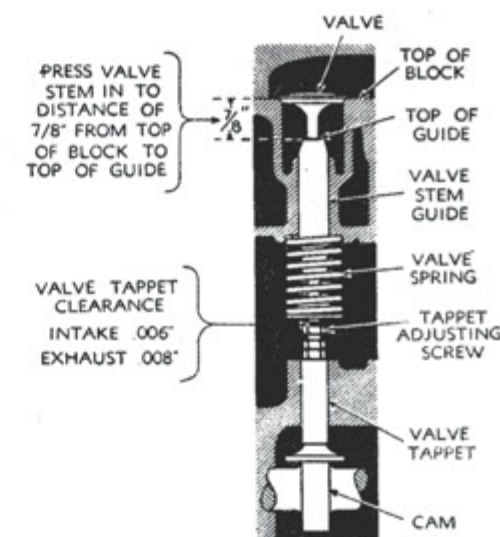


Fig. 4

Valve Springs

Valve springs should be tested each time they are removed from the engine and each spring that shows a pressure of less than 34 to 38 lbs., when compressed to a length of 1 3/4" should be replaced. Install the valve springs with the closely spaced coils next to the cylinder block.

Caution: If the valve springs are compressed to less than 1 3/8", they may take a permanent set which may cause spring surge and poor engine performance at high speeds.

Cylinder Head Gaskets

How to Install Cylinder Head: 1937-38 Models: Always use new cylinder head gaskets. Place the gasket and head on the engine and start all the cylinder head bolts. Screw all the

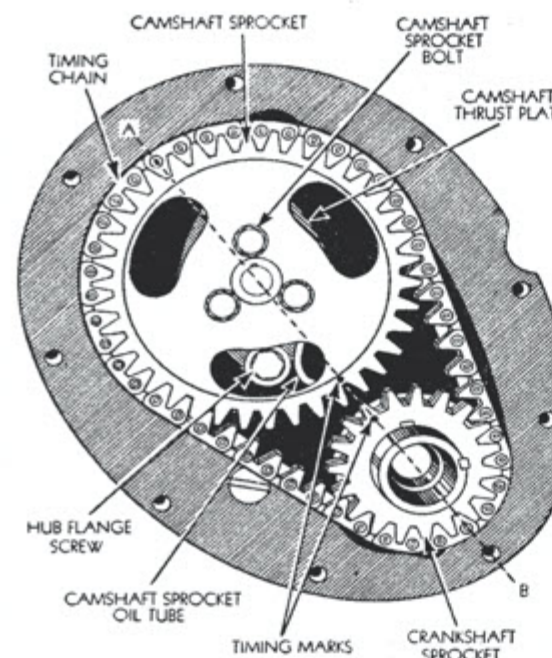


Fig. 3

Valve Stem Guide Clearance

How to Replace Valve Stem Guides: 1937-38 Models: Remove the old guides with a valve guide removing tool. Press the new guides down into the block until the top of the guide is exactly 7/8" below the top of the cylinder block as shown in Fig. 4.

After the guides have been pressed into place, ream the inside diameter of the exhaust guides for 1937 models to .344"-.345"; 1938 models .342"-.343"; Intake guides for 1937 models .342"-.343"; 1938 models .342"-.343".

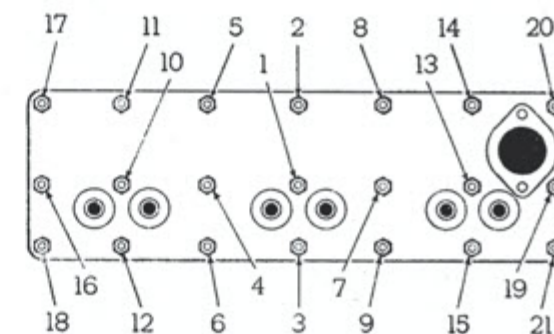


Fig. 5

Cylinder head bolt diagram showing the order in which cylinder head bolts should be tightened.

bolts down evenly in the order given in the cylinder head tightening diagram Fig. 5.

Go over the bolts a second and a third time in the same order, tightening them securely. After the engine has been started and warmed up, go over the bolts again to make sure they are all tightened evenly.

Tightening the bolts after the engine has been warmed up applies only to cast iron cylinder heads. Do not tighten aluminum cylinder heads after the engine has been warmed up.

Camshaft

How to Remove the Camshaft: 1937-38 Models: To remove the camshaft, 1) remove the fuel pump; 2) remove the oil pan and take the oil pump assembly off; 3) remove the fan drive pulley, front engine support, timing chain case cover, camshaft sprocket and timing chain; 4) remove the cylinder head, valve spring cover, valve springs and prop the tappets up so they will clear the cams. The camshaft may now be withdrawn from the front of the engine.

To reinstall the camshaft, reverse the above operations.

Camshaft Bearings: 1937-38 Models: The camshaft bearing clearance should be within the limits of .0015" to .0035". If the bearings are worn in excess of this amount, new bearings should be installed. Replacement bearings may be obtained machined to size.

Camshaft Endplay: 1937-38 Models: The camshaft endplay is controlled by a thrust plate located at the rear of the camshaft sprocket hub. The endplay of the camshaft should be within the limits of .002" to .006". Excessive endplay can be taken up by installing a new camshaft thrust plate.

Oil Pan

How to Install Oil Pan: 1937-38 Models: Use all new gaskets. The end gaskets should be coated with a stiff grease (not shellac) and then placed in the recess at the ends of the pan with an equal amount of gasket extending above the pan at each end. Crimp the gaskets down in the center as shown in Fig. 6 and crimp the inner edge of the gasket recess over the gasket at the center to hold it in place.

Next, place the side gaskets on the pan allowing the ends to overlap the protruding section of the end gasket. Be very careful when replacing the pan that the protruding ends of the gasket will be compressed and not broken off.

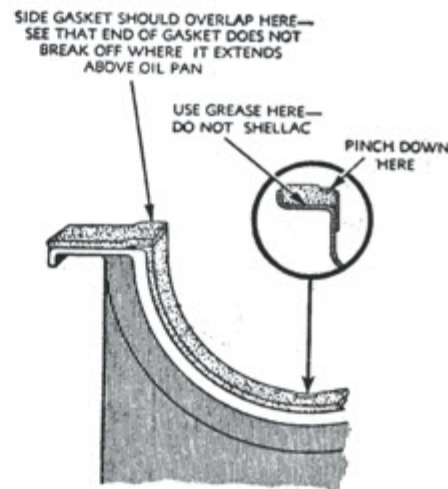


Fig. 6

Sectional view of front of oil pan showing how the oil pan gaskets should be installed.

Pistons

Type: 1937-38 Models: Light weight aluminum alloy U-slot cam ground.

How Removed: 1937-38 Models: The pistons must be removed from the top of the engine.

How Fitted to the Cylinders: 1937-38 Models: The pistons should be fitted to a clearance of .00075" to .0015". The clearance will be correct when the piston will pass through the cylinder with a very slight drag at room temperature (70° F) and yet be free enough to pass through the cylinder slowly on its own weight.

If a thickness gauge is used to measure the piston clearance, the gauge should be inserted between the solid portion of the piston skirt and the cylinder wall at right angles to the piston pin. The clearance will be correct when the feeler gauge can be pulled out by a three to seven pound pull.

Piston Pins

How Fitted: 1937-38 Models: The piston pins should be fitted to a tight push fit in both the piston and connecting rod bushings at room temperature (70° F). After the pin has been fitted to the correct tolerance, heat the piston to 130° F and the pins may then be easily inserted into the pistons without danger of distortion.

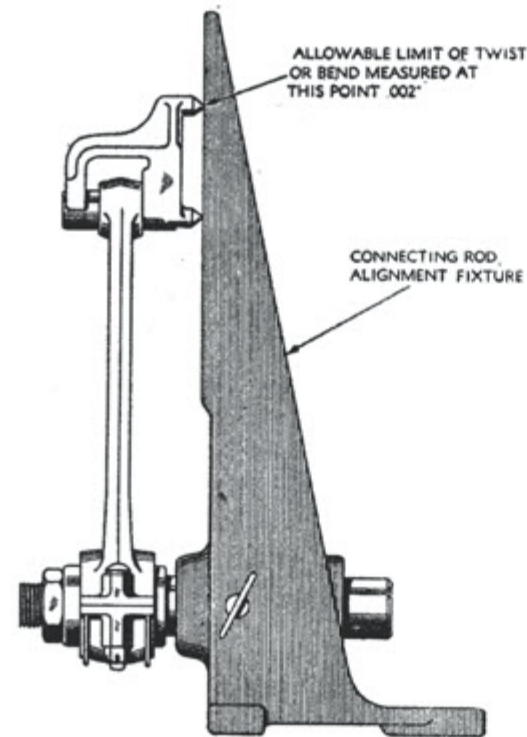


Fig. 7

Piston Rings

How Fitted: 1937-38 Models: The piston rings should be free in their grooves with a side clearance of .002" to .003" and a gap clearance within the limits of .007" to .015". Two 1/8" compression rings should be used in the two top grooves and two 5/16" ventilated oil control rings in the two lower grooves.

Connecting Rods

How Installed: 1937-38 Models: The connecting rods should be installed in the engine with the oil hole in the upper half of the lower bearing facing the camshaft side of the engine with the narrowest side of the offset to the nearest main bearing.

The connecting rods should be aligned on a bar or fixture similar to that shown in Fig. 7 before they are installed in the engine. The allowable twist measured at the end of the piston pin .002".

Connecting Rod Bearings: 1937-38 Models: The connecting rod bearings are steel back, abbitt lined, removable inserts. The bearing inserts should never be reduced to take up bear-

ing wear. When the bearing wear exceeds the limits of .0025", new bearings should be installed.

To measure the amount of bearing clearance, place a piece of .0035" shim stock about 1/2" square in the bearing caps and bolt the caps up tight against the shaft. The piece of shim metal should produce a stiff drag in the bearing. If the bearing is free or loose after the cap has been bolted up tight new bearing inserts should be installed.

Main Bearings

Main Bearing Clearances: 1937-38 Models: The main bearing radial clearance should be adjusted within the limits of .001" to .002".

Crankshaft Endplay: 1937-38 Models: The crankshaft endplay is taken on the rear main bearing and should be adjusted within the limits of .003" to .007".

How to Remove Front Main Bearing Cap: 1937-38 Models: To remove the front main bearing cap, it is first necessary to remove the fan drive pulley, the chain case cover and the screw that holds the oil seal plate to the chain case cover plate. After these parts have been taken off, the front main bearing cap can be taken down in the ordinary manner.

Fan Belt

How to Adjust: 1937-38 Models: Loosen the generator mounting bolts and adjusting bracket bolts. Pull the generator outward with the hand until the belt is snug. Tighten the adjusting bracket and generator mounting bolts.

Caution: Do not pry the generator out with a bar to tighten the belt. If the fan belt is too tight, the strain on the water pump and generator bearings may cause them to become noisy.

Water Pump

How to Remove: 1937-38 Models: To remove the water pump, 1) loosen the fan belt and remove it from the fan pulley; 2) take the capscrews out of the fan pulley hub and remove the fan blade and pulley assembly; 3) remove the water by-pass elbow from the top of the pump and disconnect the hose from the right side of the pump; 4) remove the capscrews holding the pump body to the engine and lift the pump assembly out.

To reinstall the water pump assembly, reverse the removal operations.

How to Install New Pump Bushings and Impeller: 1937-38 Models: To install new pump impeller and bushings, 1) dismantle the pump and press the old bushings out from the rear to the front of the pump body; 2) press the inner bushings into the pump body from the rear until the end of the bushing is flush with the body casting; 3) insert the impeller shaft thrust washer from the front end of the bushing bore with the slot in the washer facing the rear housing as shown in Fig. 8; 4) press the front bushing into the housing and stake it in place with the front bushing pin; 5) ream the pump bushing to size; 6) assemble the water pump seal thrust spring, seal retainer, seal retainer washer (with smooth side to seal) and seal retainer lock ring on the impeller shaft in the order named. The shaft should be inserted through the bushings from the rear; 7) press the fan pulley hub onto the impeller shaft until the retainer pin holes line up, then measure the end clearance between the hub and the front bushing with a thickness gauge. The clearance should not exceed .003". If the clearance exceeds .003", install a new shaft; 8) press the hub on the new shaft until a clearance of .003" is obtained; 9) drill the shaft and install the retaining pin. Rivet the pin in flush with the hub to avoid interference with the fan pulley.

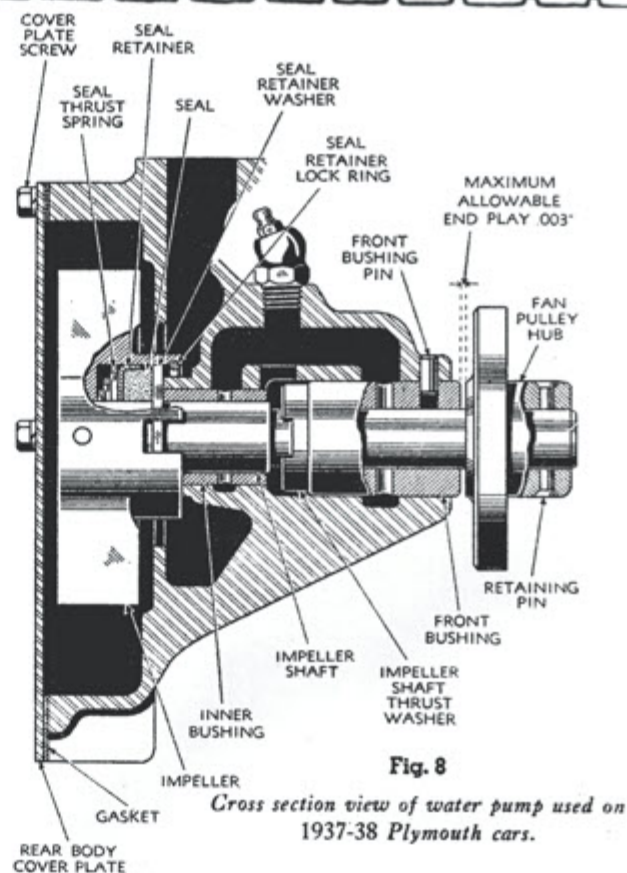


Fig. 8
Cross section view of water pump used on 1937-38 Plymouth cars.

Oil Pressure

Oil Pressure Adjustment: 1937-38 Models: To adjust the oil pressure, remove the relief valve cap Fig. 1, and change the relief valve spring. Heavy and light springs may be obtained for making this adjustment.

The oil pressure will be correct when the pressure gauge shows 30 to 40 lbs. at 30 miles per hour after the engine has been warmed up to operating temperature.

TUNE UP CHART

FIRING ORDER: 1-5-3-6-2-4. POSITIVE battery terminal grounded.

YEAR AND MODEL	SPARK PLUG		BREAKER		Cam Angle, Degrees	SPARK ADVANCE CRANKSHAFT DEGREE @ R.P.M.		Maximum Vacuum Advance Crankshaft Deg.	Location Timing Marks	Spark Timing, Degrees	TAPPET CLEARANCE	
	Make and Number	Gap, Inch	Gap, Inch	Spring Pressure, Ounces		Start	Maximum				For Running, Hot	For Timing, Intake
1935, PJ, PJ*	AC-S9	.025	.020	17-20	38	6 @ 800	22 @ 3200	20	Fan Pulley	4 ATDC	Int. .006 Ex. .008	.011
1936, P1	AC-S9	.025	.020	17-20	38	6 @ 800	22 @ 3200	20	Fan Pulley	4 ATDC	Int. .006 Ex. .008	.011
P2	AC-S9	.025	.020	17-20	38	6 @ 800	①	20	Fan Pulley	4 ATDC	Int. .006 Ex. .008	.011
1937, P3, P4	CH-J8	.025	.020	17-20	38	6 @ 800	22 @ 3700	20	Fan Pulley	4 ATDC	Int. .006 Ex. .008	.011
1938, P5, P6	②	.025	.020	17-20	38	6 @ 800	22 @ 3700	20	Fan Pulley	4 ATDC	Int. .006 Ex. .008	.011
1939, P7, P8	③	.025	.020	17-20	38	6 @ 800	22 @ 3700	20	Fan Pulley	TDC	Int. .006 Ex. .008	.011
1940, P9, P10	④	.025	.020	17-20	38	6 @ 800	22 @ 3700	22	Fan Pulley	TDC	Int. .006 Ex. .008	.011
1941, P11, P12	AL-A7B	.025	.020	17-20	38	6 @ 800	22 @ 3700	22	Fan Pulley	TDC	Int. .008 Ex. .010	.014
1942	AL-A7B	.025	.020	17-20	38	6 @ 700	22 @ 2800	12	Vibration Damper	TDC	Int. .008 Ex. .010	.014

CH—Champion. TDC—Top dead center. ATDC—After top dead center. BTDC—Before top dead center.
 ①—For distributor No. IG-4003A-1, 22 @ 3200. For distributor No. IGS-4003B-1, 22 @ 3700. ②—For P5 and P7, Champion J8. For P6 and P8, Auto Lite A7. ③—For P9, Champion J8. For P10, Auto Lite A7B.

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TUNING UP A '51 CHEVY 216

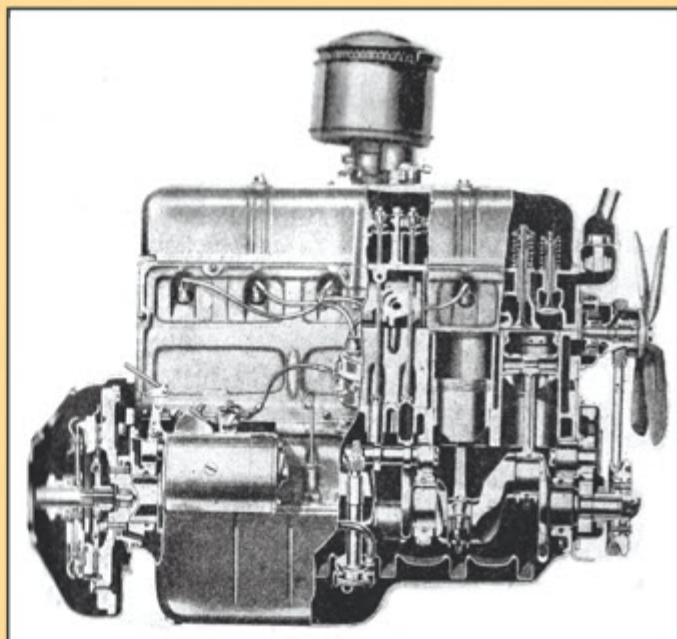
...or "The OEM vs AFTERMARKET PARTS CHALLENGE."

by *Bin Johnson* Publisher

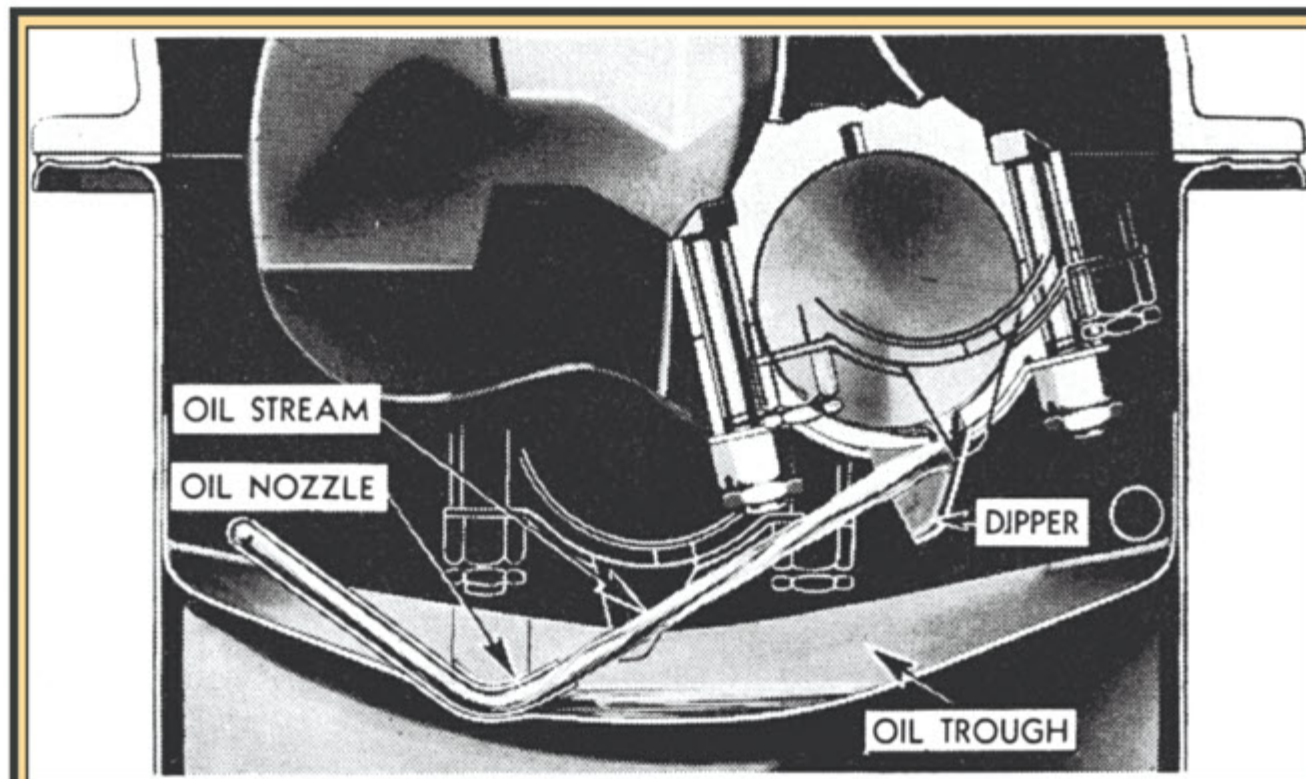
This issue will be on the tune-up.

ABOUT THE CAR: The 1951 Chevrolets were available with two straight six engines: The 216.5 CID for the manual cars and the 235.5 CID for the automatics. My car has the 216. Both were good engines, but had different engine lubrication systems. The 216 used the "Dipper/Splasher" system. For our purposes, we will only cover the 216 Dipper system. In this system, the camshaft and crankshaft have four bearings each with the oil pump being driven by the camshaft, supplying oil under constant pressure via a spring-loaded bypass valve providing oil to the main bearings and camshaft bearings. The connecting rod bearings are lubricated at all speeds by "Dippers,"

one on the end of each rod bearing cap. As the crank turns, they dip into oil filled troughs in the oil pan scooping up oil out of the trough. This occurs during start-up and at low RPM's. At high RPM's, where the oil would be batted out of the troughs, lubrication is maintained by oil nozzles which squirt oil into the bearings under pressure. Cylinder walls and pistons are lubricated by the oil spray thrown off from the connecting rods. The valve mechanism is lubricated by oil pumped through the hollow rocker arm



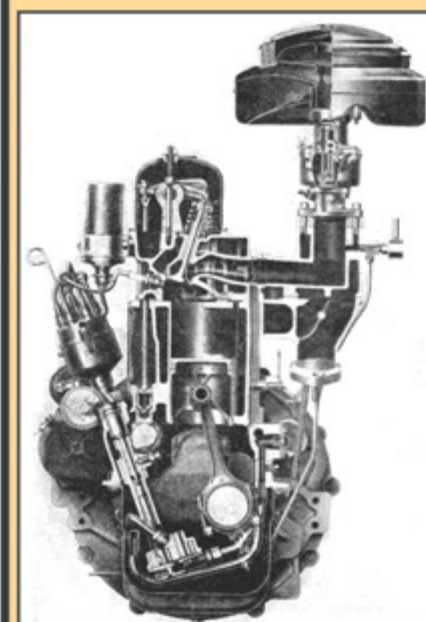
CHEVROLET 216 ENGINE



LOCATION OF TROUGHS AND NOZZLES ON "DIPPER" LUBRICATION SYSTEM

shafts.

These engines are tough low speed engines. If you drive 60 mph or under, they seem to last forever. My dad bought a new '52 Styleline (Notch-back), drove it daily and made many 600+ mile trips with us playing the AM radio listening to as much early "Rock" as he could take, and despite the rock 'n roll, the car still looked and ran good when he sold it eight years later. The 235 would be the better choice if you wanted to drive and sustain speeds over 60 mph.



CHEVROLET 235 ENGINE

TUNE-UP: Even though the '51 had been on the lift for a while, it had been started regularly, had a battery maintainer and had the gas changed every 5 months, so when the brakes were finished, it was no surprise that it started quickly with no missing when we took it out for a test drive. The surprise was after I did some cleaning under the hood. It didn't start! I re-traced my steps and discovered a frayed wire on the starter solenoid going to the (+) side of the coil. It was shorting out. I replaced the wire and soldered and heat-shrunk the terminals on each end, then checked and cleaned the other wires on the solenoid and removed and re-sleeved

CONTINUED →



BATTERY CABLE WITH HEAT SLEEVE

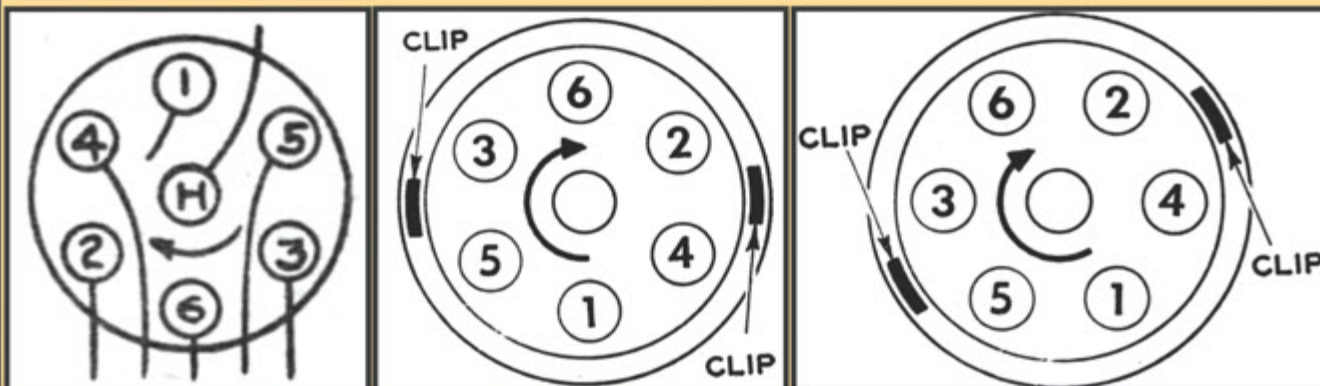
the (+) battery cable. I was going to replace it, but none of the strands were broken and it had "GM" stamped into the copper lug at the starter. I buy my high heat sleeve by the roll. It is available in black with a woven finish and looks great and reduces the heat at the cable.

To begin the tune-up, I removed the distributor cap, seeing

the points looked "whitish" as if they had overheated, a condition usually caused by a bad condenser or coil. Continuing, I removed the wires, spark plugs, coil, rotor, condenser and points and made another new wire for the coil (-) side to the distributor. The '51 Chevy's are negative ground 6 volt systems. The wire from the coil to distributor depends on the "ground" of the system (negative ground, negative side of coil to distributor; positive ground, positive side of coil to distributor).

When ordering parts, I ordered "new" cap, rotor, coil, points, condenser, and GM plug wires (stranded wire OEM black lacquered wire type). I have a stock of new, non-resistor spark plugs. Here I used the "short" 5/16" length throw (threads) Auto Lite 295. They cross over from the AC 44 or 45 (non-resistor) plugs that were originally used. I always take photos before taking anything apart, and I did on this, but I wanted to find Top Dead Center and #1 plug without looking at my pics.

Most manuals show #1 plug at 12 o'clock. I found one that had #1 at 6 o'clock. Turns out that the illustrations are just to show firing order and sequence. I'm not sure why they didn't show the cap turned to the #1 @ 5 o'clock position, but once you've found TDC, the rotor will point to



FROM "AEA" MANUAL

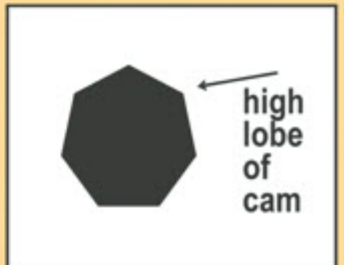
FROM MOTORS MANUAL

THE MOTORS MANUAL SHOWS "CLIPS" TURNED TO MATCH ACTUAL CLIPS ON CAR'S DISTRIBUTOR (7 & 2 O'CLOCK) THEN YOU HAVE #1 AT 5 O'CLOCK

5 o'clock. Using a remote starter switch (you old school guys will know what this is: Just a button that activates the starter solenoid, NOT a remote that you point at your computer car from inside the house to start and warm up the car), I turned the engine over until #1 cylinder was UP on its compression stroke. Number One plug is the plug at the front of the engine, then #2-6 in sequence going back toward the firewall.

There are several ways to find Top Dead Center (see SW Archives). I found it using my whistler that screws into the 14mm plug hole and whistles as the piston comes up pushing air out of the cylinder. That set the rotor to point at the 5 o'clock position on the car. I then checked this with my photos. It was correct! The firing order is: 1-5-3-6-2-4 (clockwise rotation).

I removed everything from the distributor, but left it in the car. Then I cleaned up the distributor plate. I bought two sets of points; an OEM Delco set #1855720 and a new replacement set, same number. When I compared them, the aftermarket set's "arm" had the hold for the insulated terminal connection out too far on the arm. I installed the OEM set—perfect fit, I cranked the engine around so that the distributor shaft was on the "high" lobe of the cam. This is where I loosened the screw and set the points. New points are .022; old points are .018 (the new ones will wear down to .018 over time (.018 is the ideal setting), later re-checking is a good idea). Then I put just a bit of distributor shaft lube on the shaft—not on the points' contacts. This helps to prevent wear as the shaft rotates. I used new lock down screws on the points and condenser. As I put in the condenser



AFTERMARKET POINTS "ARM" THAT GOES TO THE INSULATED TERMINAL WAS TOO LONG!

(#192811—this would go out within 50 miles. It was aftermarket. Use one from NAPA or a USA Tractor Store.) I saw that the aftermarket condenser hold down bracket was too long and had to be filed down so that it wouldn't hit the distributor housing (always save old parts!), then put on the rotor and cranked the engine around. Everything looked good. now for my NOS, never-out-of-the-Delco Remy-box distributor cap. What could possibly go wrong? It didn't FIT! It was

CONTINUED →



FRESH DELCO-REMY OEM DISTRIBUTOR CAP WITH NON-FITTING INNER RING

the correct #824735. The cap is hard plastic with an inner ring that fits inside of the distributor housing. The problem was that the inner ring was just a fraction too big, so that it didn't lock into the housing and was very hard to clamp the clips. I set down with a Dremel and burr, and slowly went around and around, cutting some off of the outer diameter of the ring, blew off the dust, put it on, pushed it into the distributor housing, and that

nice "pop" was heard. The clips snapped right on so easily. The spark plug wires were the stranded 7mm type and were pre-cut. They just needed the distributor end boots put on. They went on tight, but I used a little dishwashing liquid on the lacquered wire covering and they pushed on, then put on the wire ends/distributor cap contacts. I like these wires—they have "GM" stamped in

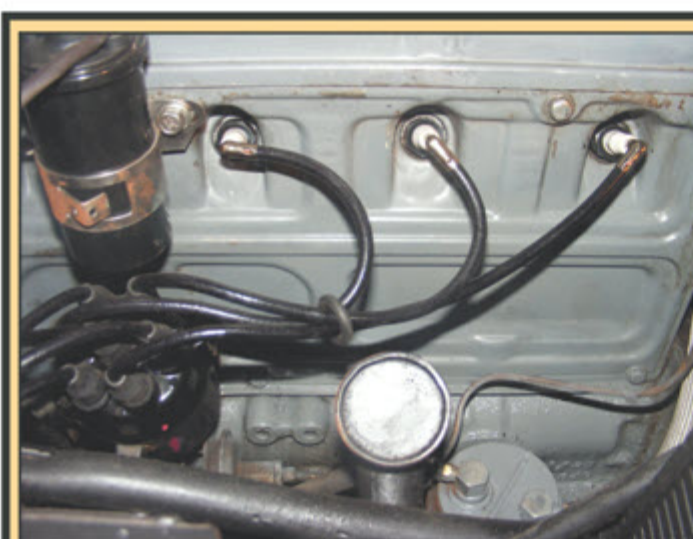


FRESH DELCO-REMY OEM CONTACT POINTS

the spark plug ends and they are available from Chevy vendors. I also used the big rubber O-rings, one that groups the front three plug wires and one for the rear ones. The new coil is a stock 6-volt and the 6-volts don't use ballast resistors as do the 12-volts, so you don't have



INSIDE OF THE DISTRIBUTOR SHOWING POINTS, ETC.



NEW PLUGS, CAP, AND LACQUERED SPARK PLUG WIRES

to worry about getting an internal or external resistor coil. The Auto Lite #295 14mm plugs are available at speed shops.*

I also use them on my '51 Packard. The gap is .035 with a "round" wire gauge. I put just a touch of anti-seize on the plug thread away from the electrode to make it easier when they need to be removed later. The plugs torque to 20-25 ft/lbs. Before I started the car, I removed the cap and cranked the engine over and

saw that I had fire at the points, and checked to see if the glass bowl AC fuel filter was full, then put the cap back on, turned the key straight up, pushed the button and the car started immediately.

It's great when things work out. With old cars, "patience is key." I will publish some exterior and interior pictures in a future issue. Keep 'em driving! 🚗 (See www.southernwheels.com/Archives)

Chevrolet

Original
Black
Nitrocellulose
Lacquer



1951
2-Door
Fleetline

OLD CAR MATCH GAME

(Answers on Page 1)

A

- Fire Flite Wagon
- Ranch Wagon
- Station Sedan
- Super 88 Fiesta
- Colony Park
- Handyman
- Country Squire
- Champion Deluxe Conestoga
- Safari
- Caballero
- New Yorker Town & Country

B

- A-BUICK
- B-FORD
- C-MERCURY
- D-PACKARD
- E-OLDSMOBILE
- F-DESOTO
- G-PONTIAC
- H-CHEVROLET
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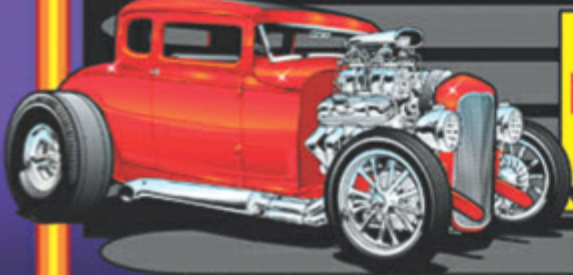
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