Delco-Remy®

TUNE-UP
AND
PARTS APPLICATION GUIDE
FOR
ALL POPULAR CARS
AND
LIGHT TRUCKS

DISTRIBUTED BY

GM GENERAL MOTORS U-M-S PARTS SALES
UNITED MOTORS SYSTEM

PRICE $1.00

ABBREVIATIONS USED IN THIS TUNE-UP CHART

ADV.	Advance
AIR COND.	Air Conditioning
ATDC	After Top Dead Center
AL	Auto-Lite
AUTO.	Automatic
BTDC	Before Top Dead Center
CARB.	Carburetor
C	Clockwise
CC	Counter Clockwise
COM.	Commercial
DEG.	Degree
DR	Delco Remy
DIST.	Distributor
D	Drive Range
DF	Dynaflow
ENG.	Engine
F	Flywheel
FO	Ford
GOV.	Governor
H	Harmonic Balancer, Vibration Damper or Crankshaft Pulley
HT	Hydramatic Transmission
LB	Left Bank
NEG.	Negative
N	Neutral
OPT	Optional
OD	Overdrive
PT	Point
POS.	Positive
P.B.	Power Brakes
P.G.	Power Glide
P.P.	Power Pack
P.S.	Power Steering
P	Primary
RB	Right Bank
REG.	Regulator
ROT.	Rotation
RPM	Revolutions Per Minute
S	Secondary
STD	Standard
S.T.	Standard Transmission
TC	Top Center
TDC	Top Dead Center
TRANS.	Transmission
T.G.	Turboglide
VAC.	Vacuum
VOLT.	Voltage
W/	With
W/O	Without

DISTRIBUTOR ROTATION: C-Clockwise, CC-Counterclockwise viewed from top of Distributor. Specifications shown are Distributor Degrees and RPMs except as noted. Distributor RPMs and Degrees are ½ Crankshaft RPMs and Degrees. Generator Regulator Settings, Timing Mark illustrations and Firing Order Code explanations follow immediately after Tune-up Specifications.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed		Engine Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
BUICK																			
1946–48	ALL	1110801	.025	.016	21–30	CC	0–2	275	11–13	1500	5–7	5.5	10.5–12.5	33°	F	4BTDC#	450	450N	A
1949	40	"	"	"	"	"	"	"	"	"	"	"	"	"	"	4BTDC	"	"	"
1949	50, 70	1110815	"	"	"	"	"	"	"	"	"	"	"	"	"	6BTDC	"	"	"
1950	ALL	"	"	"	"	"	"	"	"	"	"	"	"	"	"	4BTDC#	"	"	"
1951	ALL	"	"	"	"	"	"	"	"	"	"	"	"	28°	"	"	"	"	"
1952	ALL	1110832	"	"	"	"	"	"	12–14	1675	7–9	"	"	33°	"	"	"	"	"
1953	(6 Volt) 40	1110838	"	"	26–33	"	"	"	11–13	2000	5–7	10	13	32°	"	4BTDC	"	"	"
1953	(12 Volt) 50, 70	1110827	.032	"	"	C	0–1.5	"	12.5–15.5	"	"	11–12.5	11–14	37°	"	5BTDC	"	"	B–#1RB
1954–55	ALL	1110849	"	"	"	"	"	375	11–13.5	1750	6.5–8.5	9–10.5	12–14	36°	H	"	"	"	"
1956	ALL	1110861	"	"	"	"	"	"	"	"	"	"	"	35°	"	"	"	"	"
1957–58	ALL	1110870	"	–	28–32	"	.5–2	475	12–14.5	1875	"	"	"	25°	"	"	485	450N*	"

#Model 70 6°BTDC. * 550 RPM with Air Cond.

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts Deg.	Mechanical Advance Starts RPM	Maximum Mechanical Advance Deg.	Maximum Mechanical Advance RPM	Inches of Vacuum to Start Advance	Maximum Vacuum Advance Deg.	Maximum Vacuum Advance Inches Vacuum	Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed Std. Trans.	Engine Idle Speed Auto. Trans.	Engine Firing Order Code ●
CADILLAC																			
1946–47	ALL	1110807	.030	.016	21–30	CC	0–1.5	650	10.5–12	2000	5.5–7.5	15.5–17.5	9	35°	H	5BTDC	400	375D	C–#1LB
1948	ALL	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1949	ALL	1110812	"	"	"	C	"	375	17–19	1800	6–8	13–15	10	33°	"	"	"	"	D–#1LB
1950	ALL	1110819	.035	"	24–30	"	"	400	14–16	"	4–6	12–16	"	35°	"	"	"	"	"
1951	ALL	1110820	"	.013	28–34	"	"	"	"	"	"	"	"	36°	"	"	"	"	"
1952	(Early) ALL	1110829	"	"	"	"	.5–2	500	15–17	1850	6–8	10–11.5	16	35°	"	"	"	"	"
1952	(Late) ALL	1110833	"	"	"	"	0–1.5	475	"	"	"	"	"	"	"	"	"	"	"
1953	ALL	1110835	"	.016	26–33	"	"	500	11–13	1950	6.5–9	13–14.5	16–17	44°	"	2.5BTDC	–	400D	"
1954	ALL	1110844	"	"	"	"	"	"	"	"	"	"	"	"	"	"	–	"	"
1955	ALL	1110852	"	"	"	"	"	"	"	2075	6–8.5	"	15–16	"	"	"	–	"	"
1956	(Exc. El Dorado) ALL	1110867	"	–	30	"	0–2	575	9–11	1950	6.5–8.5	15.5	13.5–16	28°	"	5BTDC	–	410D	"
1956	EL Dorado	1110868	"	–	"	"	"	"	"	"	"	"	"	"	"	"	–	"	"
1957	60, 62, 75, 86	1110876	"	–	28–32	"	5–2	450	11–13	2075	8–10	12	13.5–15.5	"	"	"	–	420D	"
1957	Dual Carbs.	1110877	"	–	"	"	"	"	"	"	"	"	"	"	"	"	–	520D	"
1958	60, 62, 75, 86	1110909	"	–	"	"	0–1.5	400	7–9	200	"	"	"	"	"	"	–	450D	"

1954–55 Models with 2 carbs. idle speed 475–485 RPM. 1956 Models with 2 carbs. idle speed 490–510 RPM.

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts Deg.	Mechanical Advance Starts RPM	Maximum Mechanical Advance Deg.	Maximum Mechanical Advance RPM	Inches of Vacuum to Start Advance	Maximum Vacuum Advance Deg.	Maximum Vacuum Advance Inches Vacuum	Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed Std. Trans.	Engine Idle Speed Auto. Trans.	Engine Firing Order Code ●
CHEVROLET PASSENGER																			
1946–47	ALL	1110090	.040	.022	31–37	C	0–2	375	17–19	1700	6–8	10	18.5	38°	F	5BTDC	475	–	E
1948	(Early) ALL	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	–	"
1948	(Late) ALL	1112353	"	"	"	"	"	"	"	"	7–8.5	"	"	"	"	"	"	–	"
1949–50	S.T. ALL	"	.035	"	"	"	"	"	"	"	"	"	"	"	"	"	"	–	"
1950	P.G. ALL	1112358	"	"	"	"	"	"	14.5–16.5	1800	"	"	"	36°	"	"	–	440N	"
1951–52	S.T. ALL	1112362	"	"	"	"	"	"	17–19	1700	"	"	"	38°	"	"	475	–	"
1951–52	P.G. ALL	1112363	"	"	"	"	"	"	14.5–16.5	1800	"	"	"	36°	"	"	–	440N	"
1953	S.T. ALL	1112389	"	.016	38–45	"	"	350	11–13	1800	"	"	"	"	"	"	475	–	"
1953	P.G. ALL	1112388	"	"	"	"	"	375	12–14	1750	"	"	"	30°	"	"	–	425N	"
1954	S.T. ALL	"	"	"	"	"	"	"	"	"	"	"	"	"	"	2ATDC	475	–	"

▲ Degrees shown are crankshaft Degrees and are + or – 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
CHEVROLET PASSENGER (Continued)																			
1954	P.G. ALL	1112396	.035	.016	38-45	C	0-2	375	12-14	1750	7-8.5	10	18.5	30°	F	2ATDC	-	425N	E
1955-58	6 Cyl. ALL	1112403	"	"	28-35	"	"	"	"	"	4-6	7.5	7.5-10	"	"	TDC	475	425D	"
1955	8 Cyl. ALL	1110847	"	"	26-33	"	"	400	15-17	1800	5-7	11.75	11.75-13.75	43°	H	4BTDC	"	"	D-#1LB
1956	S.T. 8 Cyl.	"	"	"	"	"	"	"	"	"	"	"	"	38°	H	"	"	-	"
1956	P.G. & P.P. 8 Cyl.	1110866	"	"	"	"	"	350	13-15	1750	"	"	"	43.2°	"	"	-	425D	"
1957	8 Cyl.	1110874	"	-	28-32	"	"	400	15-17	1800	"	"	"	38°	"	"	475	"	"
1957	P.P. 8 Cyl.	1110890	"	-	"	"	.5-2.5	"	13-15	1850	7-9	7.5	15-16	43.2°	"	"	"	"	"
1958	8 Cyl.	1110920	"	"	"	"	0-2	425	"	1875	7-9	7.5	"	38°	"	"	"	"	"
1958	348 Eng.	1110927	"	"	"	"	"	"	11-13	2300	"	"	"	43.2°	"	"	"	"	"
CHEVROLET TRUCK																			
1949	ALL	1112353	.035	.022	31-37	C	0-2	375	17-19	1700	7-8.5	10	18.5	38°	F	5BTDC	475	-	E
1950	ALL	1112358	"	"	"	"	"	"	14.5-16.5	1850	"	"	"	36°	"	"	"	-	"
1951-53	ALL	1112362	"	"	"	"	"	"	17-19	1700	"	"	"	38°	"	"	"	-	"
1953-54	1/2, 3/4 1 Ton	1112388	.035	.016	38-45	C	0-2	375	12-14	1750	7-8.5*	10*	18.5*	30°	"	2ATDC	"	-	"
1955-58	6 Cyl.	1112403	"	"	28-35	"	"	"	"	"	4-6	7-5	7.5-10	30°	"	TDC	"	-	"
1955-56	3000, 4000, 8 Cyl.	1110847	"	"	28-32	"	"	400	15-17	1800	5-7	11.75	11.75-13.75	43°	H	4BTDC	"	-	D-#1LB
1957	3000, 4000, 8 Cyl.	1110874	"	-	"	"	"	"	"	"	"	"	"	38°	"	"	"	-	"
1958	3000, 4000, 8 Cyl.	1110920	"	-	"	"	"	375	13-15	1875	7-9	7.5	15-16	"	"	"	"	-	"

* When 1116076 Vacuum Advance 4-6; 7.5°, 7.5-10.

CHRYSLER (Also See Imperial)																			
1946-48	6 Cyl.	IGS4208A-1	.030	.020	39	C	3	400	12	1525	5	9	15	28°	H	2ATDC	475	-	E
1946-48	8 Cyl.	IGT4201-1	"	.017	27	"	"	"	"	1750	"	8	17	29°	H	"	"	475	A
1949-50	6 Cyl.	IAP4102C-1	"	.020	39	"	5	800	10	1425	"	9	15	31°	"	TDC	"	"	E
1950	6 Cyl.	IAT4004	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1949-50	8 Cyl.	IAR4101-1	"	.017	27	"	"	"	"	1550	"	8	17	30°	"	"	"	"	A
1951-52	6 Cyl.	IAT4012	"	.020	39	"	"	"	"	1425	"	9	15	31°	"	2BTDC	"	"	E
1951-52	8 Cyl.	IAZ4001	"	.017	34	"	3	"	13	1450	4.75	8.5	15	38°	"	TDC	500	500	D-#1LB
1951-52	8 Cyl.	IAZ4001A	"	"	"	"	2.5	"	13.5	1700	5.25	11.5	17	38°	"	"	"	"	"
1951-52	8 Cyl.	IAZ4001B	"	"	"	"	6	400	11	1775	"	"	"	33°	"	4BTDC	"	"	"
1953-54	6 Cyl.	IAT4102	"	.020	39	"	5	800	10	1425	5	9	15	31°	"	TDC	475	475	E
1953-54	(12 Volt) 8 Cyl.	IAZ4001B	"	.017	34	"	6	1150	11	1775	5.25	11.5	17	35°	"	4BTDC	500	500	D-#1LB
1953-54	8 Cyl.	IAZ4001C	"	"	"	"	"	825	12	2100	"	"	"	"	"	"	"	"	"
1955	8 Cyl.	IAZ4001D	"	"	"	"	"	450	17	2300	"	"	"	40°	"	6BTDC§	475	475	"
1955	8 Cyl.	IAZ4001E	"	"	"	"	4	"	14	2050	"	"	"	38°	"	6BTDC	500#	500#	"
1955	8 Cyl.	IAZ4001F	"	"	"	"	"	"	12	1725	"	"	"	"	"	"	"	"	"
1955	8 Cyl.	IAZ4001G	"	"	"	"	2.5	400	8	800	"	7	11.25	27°	"	10BTDC	-	-	"
1956	8 Cyl.	IBJ4303A	.035	"	31	"	5.5	475	14	2025	6.375	11	15.5	35°	"	2BTDC¶	475	475	"
1956	8 Cyl.	IBJ4303C	"	"	"	"	"	"	"	"	6.5	11.5	16.25	35°	"	"	"	"	"

§ Early Models Set 2°BTDC. # With Dual Carb. Set at 700 RPM. ¶ With Power Package Set 4°BTDC.

▲ Degrees shown are crankshaft Degrees and are + or — 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
CHRYSLER (Also See Imperial) (Continued)																			
1956	8 Cyl.	IBK4301A	.035	.017	38	C	5	750	9.5	2400	7.5	11.5	17	34.5°	H	4BTDC	500	500	D-#1LB
1956	8 Cyl.	IBK4301C	"	"	"	"	3.5	450	8	1200	"	8	13.5	35°	"	–	–	–	"
1957	8 Cyl.	IBP4002A	"	"	29	"	6.5	750	13	2050	10.5	10.5	16	"	"	6BTDC	500	500	"
1957	8 Cyl.	IBK4304	"	"	38	"	5	875	10	2250	8.125	11	18	"	"	"	"	"	"
1958	8 Cyl.	IBP4002F	"	"	29-32	–	0-2	450	9-11	2200	8-9	10-12	16	"	"	"	"	"	"
1958	8 Cyl.	IBS4007A	"	"	–	–	"	490	8-11	2400	7.5-8.5	"	"	"	"	"	"	"	"
DESOTO																			
1946-48	6 Cyl.	IGS4208-1	.030	.020	39	C	3	400	11	1400	5	6	14	29°	H	TDC	475	–	E
1949-50	6 Cyl.	IAP4102C-1	"	"	"	"	5	800	10	1425	"	9	15	33°	"	"	"	"	"
1950	6 Cyl.	IAT4004	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1951-52	6 Cyl.	IAT4012	"	"	"	"	"	"	"	"	"	"	"	31°	"	2BTDC	"	"	"
1952	8 Cyl.	IAZ4002	"	.017	34	"	2	400	14	1900	5.25	11.5	17	37°	"	4BTDC	500	500	D-#1LB
1953-54	6 Cyl.	IAT4102	"	.020	39	"	5	800	10	1425	5	9	15	30°	"	2BTDC	475	"	E
1953-54	8 Cyl.	IAZ4002A	"	.017	34	"	"	1075	11	1925	5.25	11.5	17	35°	"	4BTDC	"	500N	D-#1LB
1953-54	8 Cyl.	IAZ4002B	"	"	"	"	3	400	"	1850	"	"	"	"	"	"	"	"	"
1955	8 Cyl.	IAZ4002C	.035	"	"	"	2.5	"	8	800	"	7	11	31°	"	10BTDC	"	475	"
1955	8 Cyl.	IAZ4002D	"	"	"	"	5	450	12	1800	"	11.5	17	29°	"	4BTDC	"	"	"
1956	8 Cyl.	IBJ4302	"	"	31	"	6.5	550	8.5	2200	5.5	12.5	15	38°	"	"	500	500N	"
1956	8 Cyl.	IBJ4302A	"	"	"	"	3	575	6	800	"	11.5	"	27°	"	8BTDC	475	475N	"
1956	8 Cyl.	IBJ4302B	"	"	"	"	4	525	8	700	"	12.5	"	28°	"	4BTDC	500	500N	"
1956	8 Cyl.	IBJ4302C	"	"	"	"	3	575	6	800	6.5	11.5	16.25	35°	"	8BTDC	475	475N	"
1956	8 Cyl.	IBJ4302D	"	"	"	"	4	525	8	700	"	"	"	"	"	4BTDC	500	500N	"
1957	8 Cyl.	IBP4001	"	"	29	"	4.5	750	10	1700	10.5	15	18	38°	"	6BTDC	"	"	"
1957	8 Cyl.	IBP4001A,B	"	"	"	"	5.5	800	9	2300	"	"	"	28°	"	"	"	"	"
1958	8 Cyl.	IBP4005	"	"	"	CC	0-2	420	9-11	2000	6.2-8	11.5-14.5	16.5	38°	"	"	"	"	"
DODGE																			
1946-48	6 Cyl.	IGS4207A-1	.030	.020	39	C	3	400	10	1150	5	8.5	16	28°	H	2ATDC	450	–	E
1949	6 Cyl.	IGS4207B-1	"	"	"	"	5	800	"	1425	4.25	8	14	31°	"	TDC	475	475	"
1949	6 Cyl.	IAP4103A-1	"	"	"	"	"	"	"	"	4.5	"	"	"	"	"	"	"	"
1950-52	6 Cyl.	IGS4207B-1	"	"	"	"	"	"	"	"	4.25	"	"	"	"	"	"	"	"
1950-52	6 Cyl.	IAP4103A-1	"	"	"	"	"	400	"	"	4.5	"	"	"	"	"	"	"	"
1950-52	6 Cyl.	IAT4003	"	"	"	"	"	800	"	"	4.25	"	"	"	"	"	"	"	"
1950-52	6 Cyl.	IAT4011	"	"	"	"	"	"	"	"	"	"	"	"	"	2BTDC	"	"	"
1953	6 Cyl.	IAT4101	"	"	"	"	"	"	"	"	"	"	"	29°	"	"	"	"	"
1953	8 Cyl.	IAZ4003	"	.017	34	"	2	500	15	1750	5.25	11.5	17	38°	"	4BTDC	"	"	D-#1LB
1954	6 Cyl.	IAT4101B	"	.020	39	"	4	875	8	1350	4.75	8	14	26°	"	2BTDC	"	"	E
1954	8 Cyl.	IAZ4003A	"	.017	34	"	2	500	11	1625	5.25	11.5	17	35°	H	4BTDC	"	"	D-#1LB
1954	8 Cyl.	IAZ4003B	"	"	"	"	3.5	450	15	1650	"	"	"	"	"	"	"	"	"
1955	6 Cyl.	IAT4101B	"	.020	39	"	4	875	8	1350	4.75	8	14	29°	"	2TBDC	"	"	E
1955	8 Cyl.	IAZ4003C	"	.017	34	"	5	450	18	1900	5.25	11.5	17	30°	"	4BTDC	"	"	D-#1LB
1955	8 Cyl.	IAZ4003D	"	"	"	"	4	"	12	1625	"	"	"	"	"	"	"	"	"
1955	8 Cyl.	IAZ4003E	"	"	"	"	5	"	18	1900	"	7	11	"	"	"	"	"	"

▲ Degrees shown are crankshaft Degrees and are + or − 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
DODGE (Continued)																			
1955	8 Cyl.	IAZ4003F	.030	.017	34	C	4	450	12	1625	5.25	7	11	30°	H	4BTDC	475	475	D-#1L
1955	8 Cyl.	IAZ4003G	"	"	"	"	6.5	"	16	1650	"	4	8.5	"	"	"	"	"	"
1956	6 Cyl.	IAT4101B	"	.020	39	"	4	875	8	1350	4.75	8	14	26°	"	2BTDC	"	"	E
1956	6 Cyl.	IAT4103	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1956	8 Cyl.	IBJ4301A	.035	.017	31	"	6.5	700	15	2150	5.5	12.5	15	41.5°	"	4BTDC	500	500	D-#1L
1956	8 Cyl.	IBJ4303	"	"	"	"	3.5	575	16	2350	6.375	11	15.5	35°	"	6BTDC	"	"	"
1956	8 Cyl.	IBJ4303B	"	"	"	"	7	775	15	2350	5.25	8	12	"	"	"	"	"	"
1957	6 Cyl.	IBR4001	"	.020	39	"	6.5	1050	8.5	1800	6	9.5	16	26°	"	2BTDC	"	"	E
1957	8 Cyl.	IBP4002	"	.017	29	"	4	800	"	1700	7.125	13	18	35°	"	4BTDC	"	"	D-#1L
1957	8 Cyl.	IBP4002B	"	"	"	"	"	450	8	850	"	"	"	31°	"	6BTDC	"	"	"
1958	6 Cyl.	IBR4001	"	.020	39	"	6.5	1050	8.5	1800	6	9.5	16	26°	"	2BTDC	"	"	E
1958	8 Cyl.	IBP4002	"	.017	29	"	4	800	"	1700	7.125	13	18	35°	"	6BTDC	"	"	D-#1L
1958	8 Cyl.	IBP4005	"	"	"	CC	5.5	750	10	2000	8	"	17.5	31°	"	"	"	"	"
DODGE TRUCK																			
1946-47	WC, WD	IGS4203A-1		.020	39	C	3	400	9	1300	5	9	14						
1946-47	WD20, WD21	IGS4203B-1		"	"	"	"	"	10	1150	"	8.5	16						
1946-47	WDX	IAD4201-1		"	"	"	"	"	"	"	–	–	–						
1948-49	B-1-B, B-1-C	IAP4001-1		"	"	"	"	"	9	1300	5	10	14						
1948-49	B-1-B, B-1-C	IAP4101-1		"	"	"	"	"	"	"	"	"	"						
1948-49	B-1-D, B-1-DU, B-1-EU	IAO4002-1		"	"	"	"	"	10	1150	–	–	–						
1948-49	B-1-D, B-1-DU, B-1-EU	IAO4102-1		"	"	"	"	"	"	"	–	–	–						
1949-50	B-2-B, B-2-C	IAP4101-1		"	"	"	"	"	9	1300	5	10	14						
1949-50	B-2-B, B-2-C	IAT4003A		"	"	"	5	800	10	1425	4.25	8	"						
1949-50	B-1-DU, B-1-EU, B-2-D, B-2-PW	IAO4102-1		"	"	"	3	400	"	1150	–	–	–						
1949-50	B-2-D, B-2-PW	IAD4201-1		"	"	"	"	"	"	"	–	–	–						
1949-50	B-1-DU, B-1-EU, B-2-D, B-2-PW	IAY4002-1		"	"	"	"	"	"	"	–	–	–						
1950	B-1-DU, B-1-EU	IAY4003-1		"	"	"	5	800	"	1425	–	–	–						
1951-52	B-3-B, B-3-C	IAT4011A		"	"	"	3	400	9	1300	5	10	14						
1951-52	B-3-D, DU, EU	IAY4003-1		"	"	"	5	800	10	1425	–	–	–						
1951-52	B-3-PW	IAY4002-1		"	"	"	3	400	"	1150	–	–	–						
1951-52	B-3-PW	IAY4006-1		"	"	"	"	"	"	"	–	–	–						
1951-53	B-3-PW, B-4-PW	IAY4003A-1		"	"	"	"	"	"	"	–	–	–						
1953	B-4-B, B-4-C	IAT4011A		"	"	"	"	"	9	1300	5	10	14						
1953	B-4-D, DU, EU	IAY4003-1		"	"	"	5	800	10	1425	–	–	–						
1953-55	C-1-B6, C-1-C6	IAT4011A,B,C		"	"	"	3	400	9	1300	5	10	14						
1953-55	C-1-B8, C-1-C8	IAZ4003A,B		.017	34	"	2	500	11	1625	5.25	11.5	17						
1953-55	C-1-D6	IAY4003-1		.020	39	"	5	800	10	1425	–	–	–						
1953-55	C-1-D6	IAY4003B-1		"	"	"	–	–	8	1350	–	–	–						
1953-55	C-1-D8	IBB4103A		.017	34	"	2	450	14	1750	–	–	–						
1955	C-3-B6, C6, D6	IAT4101B		.020	39	"	–	–	8	1350	4.75	8	14						
1955	C-3-B8, C8, D8	IAZ4003G		.017	34	"	6.5	450	16	1650	5.25	4	8.5						

For correct Spark Plug gap setting see "AC" Specification Chart.

▲ Degrees shown are crankshaft Degrees and are + or – 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine		
																	Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
DODGE TRUCK (Continued)																			
1956	C-3-B6, C6, D6	IAT4101B		.020	39	C	–	–	8	1350	4.75	8	14						
1956	C-3-B6, C6, D6	IAT4103		"	"	"	4	875	"	"	"	"	"						
1956	C-3-B8, C8, D8	IBJ4301		.017	31	"	6.5	450	16	1650	5.25	4	8.5						
1957	K-6-D100, D200, D300, P300, W100, W200	IBR4001		.020	39	"	"	1050	8.5	1800	6	9.5	16						
1957	K-6-W300	IAY4102-1		"	"	"	"	"	"	"	–	–	–						
1957	K-8-D100, D200, D300, P300, W100, W200, W300	IBR4002C		.017	29	"	4	525	8	1900	7.125	9.5	13.5						

For correct Spark Plug gap setting see "AC" Specification Chart.

EDSEL																			
1958	Range, Pacer W/ (361 Eng)	FEU12127H	.034	.015	28	CC	0-.5	375	9	2000	10	7	15	22°	H	3BTDC+	475	475D	I-#1RB
1958	Corsair, Citation (410 Eng)	FEW12127E	"	"	"	"	0-1	400	11.25	"	6	9	14	"	"	"	"	"	"

+ With Automatic Transmission 6BTDC.

FORD PASSENGER & TRUCK																			
1947-51	6 Cyl.	7HA12127	.030	.025	36	C					.39	11.0	4.1	24°	H	TDC	475	–	E
1947-48	8 Cyl.	59A12127	"	.015	–	CC					–	–	–	26°	Dist.	4BTDC	500	–	H-#1RB
1949-51	8 Cyl.	7RA12127C	"	"	28	C					.3	8.0	3.7	24°	H	2BTDC	450	–	"
1949-51	8 Cyl.	OBA12127	"	"	"	"			FULL		"	11.0	"	"	"	"	475	420N	"
1951-53	8 Cyl.	8BA12127	"	"	"	"					.45	"	"	"	"	"	"	"	"
1952-53	6 Cyl.	FAA12127A	.035	.025	36	"					"	12.5	"	31°	"	3BTDC#	"	440N	E
1954	6 Cyl.	FAA12127C	"	"	"	"					.5	13.0	6	27°	"	"	"	"	"
1954	8 Cyl.	FAE12127A	"	.015	28	CC			VACUUM		"	13.5	4.4	32°	"	3BTDC+	"	420N	H-#1RB
1955	6 Cyl.	FDH12127A	"	.025	36	C					"	13.0	6	27°	"	"	"	450N	E
1955	8 Cyl.	FDJ12127C	"	.015	28	CC					"	16.5	4.6	32°	"	"	"	"	H-#1RB
1956	6 Cyl.	FDR12127A	"	.025	36	C					.32	14.5	6	27°	"	4BTDC+	"	"	E
1956	6 Cyl.	FDV12127H	"	"	"	"			CONTROL		"	"	"	"	"	"	"	"	"
1956	8 Cyl.	FDS12127A	"	.015	28	CC					.15	17.25	4.6	34°	"	3BTDC+	"	450D	H-#1RB
1956	8 Cyl.	FEF12127B	"	"	"	"					"	14.5	2.9	28°	"	"	"	"	"
1956	8 Cyl.	FDV12127A	"	"	"	"					"	"	"	"	"	"	"	"	"
1957	6 Cyl.	FEG12127B	"	.025	36	C	1-2	800	–	–	.41	12.25	3.38	26°	"	4BTDC+	"	"	E
1957	8 Cyl.	B7A12127A	.034	.015	28	CC	.5	250	18	2000	10	13.0	21	40°	"	"	"	"	H-#1RB
1957	8 Cyl.	B7S12127A	"	"	"	"	"	450	"	"	5	9.0	20	"	"	"	"	"	"
1957	8 Cyl.	B6A12127A	"	"	"	"	"	250	17.25	"	10	13.0	21	"	"	"	"	"	"
1958	6 Cyl.	B7A12127H	"	.025	36	C	1-2	800	–	–	.41	12.25	3.38	26°	"	"	"	"	"
1958	8 Cyl.	BBA12127B	"	.015	28	CC	1.5-2.5	450	18	2000	6	12.5	20	40°	"	"	"	"	H-#1RB
1958	8 Cyl.	BBA12127G	"	"	"	"	–	–	–	–	–	–	–	–	"	"	"	"	I-#1RB
1958	8 Cyl.	BBA12127F	"	"	"	C	1-2	450	18	2000	6	12.5	20	40°	"	"	"	"	"
1958	8 Cyl.	BBC12127C	"	"	"	"	–	–	–	–	–	–	–	–	–	–	–	–	–
1958	8 Cyl.	B8T12127A	"	"	"	"	–	–	–	–	–	–	–	–	–	–	–	–	–

#, 1952 Only TDC. + With Automatic Transmission 6BTDC.

▲ Degrees shown are crankshaft Degrees and are + or — 2°. ● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
G.M.C. TRUCK																			
1949	FC100 thru 250	1112356	.030	.022	31-37	C	0-2	250	14-16	1700	7-8.5	10	18.5	-	F	5BTDC	-	-	E
1950	FC100 thru 250	1112360	"	"	"	"	"	275	"	1300	"	"	"	-	"	"	-	-	"
1951	100-22 thru 280-22	1112360	"	"	"	"	"	"	"	"	"	"	"	-	"	"	-	-	"
1952	100-22 thru 280-22	1112362	"	"	"	"	"	375	17-19	1700	"	"	"	-	"	"	-	-	"
1953	100-22 thru 280-22	1112390	"	.016	38-45	"	"	"	10-12	1475	"	"	"	-	"	2ATDC	-	-	"
1954	100-22 thru 280-22	1112400	"	"	"	"	"	450	12-14	1600	"	"	"	-	"	"	-	-	"
1955	100 thru 250	1112411	"	"	"	"	"	"	"	"	"	"	"	-	"	TDC	-	-	"
1955	100-8 thru 250-8	1110828	.035	"	26-33	CC	"	350	11-13	2000	4-6	8	12.5-13.5	-	H	3BTDC	-	-	D-#1LB
1956-58	100 thru 250	1112414	.030	"	28-35	C	"	450	12-14	1600	-	-	-	-	F	5BTDC	-	-	E
1956	100-8 thru 250-8	1110862	.035	"	26-33	CC	.5-2.5	525	9-11	1800	4-6	8	12.5-13.5	-	H	3BTDC	-	-	D-#1LB
1957-58	100-8 thru 250-8	1110871	"	-	28-32	CC	0-2	400	12-14	2125	6-8	8	14-15.75	-	H	3BTDC	-	-	"
HUDSON (Also See Rambler)																			
1948-49	6 Cyl.	IGS4213-1	.032	.020	39	C	6	1200	12	2000	12.5	4	15.5	26°	F	TDC	500	-	E
1948-49	8 Cyl.	IGT4204A-1	"	.017	27	"	3	400	17.5	1700	9.5	8.5	14	45°	"	"	"	-	A
1949-50	481, 482, 500, 502 6 Cyl.	IGS4213A-1	"	.020	39	"	4	1150	9	2000	13.25	4.5	16	26°	"	"	"	-	E
1949-52	8 Cyl.	IGT4204B-1	"	.017	27	"	3	400	17.5	1700	"	4	"	"	"	"	550	550N	A
1950	500, 50A 6 Cyl.	IAT4002	"	.020	39	"	"	"	10	1200	9.5	5	12	"	"	"	500	-	E
1951-54	4A, 4B, 4C, 4D 6 Cyl.	IAT4009	"	"	"	"	"	"	"	"	"	"	"	"	"	"	550	550N	E
1953-54	4C, 4D 6 Cyl.	IAT4203	"	"	"	"	"	"	"	"	"	"	"	27.5°	"	"	"	"	"
1951-52	5A, 5B, 6A, 6B, 7A, 7B 6 Cyl.	IAT4009A,B	"	"	"	"	4	1150	9	2000	9.5-13.375	3.7	11.25-16	14°	"	"	"	"	"
1953-54	5C, 5D, 6D, 7C, 7D 6 Cyl.	IAT4009B	"	"	"	"	"	"	"	"	9.5	"	11.25	"	"	"	"	"	"
1953-54	5C, 5D, 6D, 7C, 7D 6 Cyl.	IAT4203A	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1953-54	1C, 1D, 2C, 2D, 3D 6 Cyl.	IAT4016	"	"	"	"	4.5	500	13.5	1500	5.25	7.5	9.5	"	H	"	"	500D	"
1953-54	1C, 1D, 2C, 2D, 3D 6 Cyl.	IAT4202	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1955-56	Wasp 6 Cyl.	IAT4202	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1955-56	Hornet 6 Cyl.	IAT4203A	"	"	"	"	4	1150	9	2000	9.5	3.7	11.25	"	F	"	"	"	"
1955	Hornet 8 Cyl.	IBK4001	.035	.017	38	CC	11	600	20	1200	6	5.5	10	46°	H	5BTDC	"	475	D-#1LB
1955	Hornet 8 Cyl.	IBK4001B	"	"	"	"	8	850	16	1750	6.25	12	13	"	"	"	"	"	"
1956	Hornet 8 Cyl.	IBJ4001B	"	"	31	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1956	Hornet 8 Cyl.	IBJ4001D	"	"	"	"	10	"	14	1700	6	"	12.5	"	"	"	"	"	"
1956	Hornet 8 Cyl.	IBJ4001E	"	"	"	"	8	900	"	2550	8	10	16	"	"	"	"	"	"
1956	Hornet Special 8 Cyl.	1110863	"	.016	26-33	"	0-2	375	18-20	1700	5-7	11	11.5-13.5	"	"	"	"	"	"
1957	Hornet 8 Cyl.	1110887	"	"	28-32	"	"	350	17-19	1900	"	10	14.25-15.75	"	"	"	"	"	"
IHC TRUCKS																			
1949	K1, KB1 thru 5	1110095	.030	.022	31-37	CC	0-2	400	7-9	1300	5-7	5.5	12-14						
1950-52	L, LB, LC, LM 110 thru 160	1112355	"	"	"	"	"	250	14-16	1500	3-5	7.5	14						
1953-55	R, RA, RC, RM 110 thru 160	1112355	"	"	"	"	"	"	"	"	"	"	"						
1953-55	R, RA, RC, RM 110 thru 160	1112368¶	"	"	"	"	"	"	"	"	"	"	"						
1955-56	S, SA, SC, SM 100 thru 166	1112355	"	"	"	"	"	"	"	"	"	"	"						
1955-56	S, SA, SC, SM 100 thru 166	1112368¶	"	"	"	"	"	"	"	"	"	"	"						
1957	A, AB, AC, AM 100 thru 166	1112416	"	"	"	"	.5-2.5	300	11-13	1200	-	-	-						

¶With Suppressor Cap.

▲ Degrees shown are crankshaft Degrees and are + or − 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine		
																	Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
IMPERIAL																			
1955	C69, C70	IAZ4001E	.030	.017	34	C	4	450	14	2050	5.25	11.5	17	38°	H	6BTDC	500	500N	D-#1LB
1955	C69, C70	IAZ4001F	"	"	"	"	"	"	12	1725	"	"	"	"	"	"	"	"	"
1955	C69, C70	IAZ4001G	"	"	"	"	2.5	400	8	800	"	7	11.25	"	"	"	"	"	"
1956	ALL	IBK4301A	.035	"	38	"	5	750	9.5	2400	7.5	11.5	17	34°	"	4BTDC	"	"	"
1957	ALL	IBK4304	"	"	"	"	"	875	10	2250	8.125	11	18	"	"	6BTDC	"	"	"
1958	ALL	IBS4007H	"	"	"	"	0-2	490	22	2400	"	12	16	"	"	"	"	"	"
KAISER & HENRY J																			
1947-48	Kaiser 6 Cyl.	IGS4211	.032	.020	39	CC	3	400	10	1700	8	7.5	14	20°	H	TDC	550	-	E
1949-51	Kaiser 6 Cyl.	IGS4214	"	"	"	"	6.5	1200	9	1675	10	5	15	"	"	4BTDC	"	-	"
1951-55	Kaiser 6 Cyl.	1110224	.030	.022	31-37	"	0-2	450	8-10	1600	9-11	5	14-18	"	"	"	500	450N	"
1954	Kaiser DK161, 6 Cyl.	1112316	"	"	"	"	"	400	9-11	1350	4-6	6	14	"	"	"	"	"	"
1954-55	Kaiser 6-226 6 Cyl.	IAT4019	"	.020	39	"	6.5	325	9	1675	10	5	15	"	"	"	"	"	"
1954-55	Kaiser 6-226 6 Cyl.	IAT4026	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1951-52	Henry J 4 Cyl.	IAT4008A	"	"	42	"	5	875	11	1500	3.5	10	"	33°	F	TDC	550	-	G
1951-52	Henry J 6 Cyl.	IAT4007	"	"	39	"	7	550	12	"	"	6	"	31°	H	"	"	-	E
1952-54	Henry J 4 Cyl.	1110230	"	.022	25-34	"	0-2	450	10-12	"	2.5-4.5	10	14	32°	"	5BTDC	"	-	G
1952-54	Henry J 6 Cyl.	1110231	"	"	31-37	"	"	375	11-13	"	4-6	4.25-7	"	31°	"	TDC	"	-	E
LINCOLN																			
1950-51	8 Cyl.	OEL12127	.030	.015	28	C					.5	10.2	5.8	20°	H	4BTDC	475	450	H-#1RB
1952	8 Cyl.	FAB12127A	"	"	"	CC			FULL		.38	16.9	5.2	32°	"	3BTDC	"	"	"
1953	8 Cyl.	FAF12127A	.035	"	"	"			VACUUM		"	"	"	"	"	"	"	425D	"
1954	8 Cyl.	FDD12127A	"	"	"	"			CONTROL		.51	15.75	2.65	27°	"	"	"	"	"
1955	8 Cyl.	FDL12127B	"	"	"	"					.15	16.5	1.52	29°	"	5BTDC	"	"	"
1956	8 Cyl.	FDU12127B	"	"	"	"					.21	14.0	1.88	30°	"	"	"	"	"
1957	8 Cyl.	FEL12127A	"	"	"	"	1.5-2.5	400	16	2000	5	9	20	"	"	"	"	"	"
1958	8 Cyl.	FEW12127D	.032	"	"	"	0-.5	"	12.75	"	"	12.5	15	"	"	6BTDC	-	450	I-#1RB
MERCURY																			
1949-52	8 Cyl.	7RA12127C	.030	.015	28	C					.57	8.5	3.7	19°	H	2BTDC	475	475	H-#1RB
1949-52	8 Cyl.	OCM12127	"	"	"	"			FULL		"	"	"	"	"	"	"	425	"
1953	8 Cyl.	7RA12127D	"	"	"	"			VACUUM		"	"	"	"	"	"	"	"	"
1954	8 Cyl.	FDC12127A	"	"	"	CC			CONTROL		.24	16.5	1.52	27°	"	3BTDC	"	"	"
1955	8 Cyl.	FEC12127A	.035	"	"	"					.19	15.5	1.95	29°	"	3BTDC+	"	"	"
1955	8 Cyl.	B5S12127F	"	"	"	"					"	"	"	"	"	"	"	"	"
1956	8 Cyl.	B6A12127D	"	"	"	"					.29	14.25	2.19	20°	"	"	"	"	"
1957	8 Cyl.	B7A12127D	.034	"	"	"	.5	400	13	2000	5	13	20	"	"	"	"	475N	"
1958	8 Cyl.	FEW12127D	.032	"	"	"	"	"	"	"	"	"	"	"	"	9BTDC	"	"	I-#1RB

+ With Automatic Transmission 6BTDC.

▲ Degrees shown are crankshaft Degrees and are + or — 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
NASH (Also See Rambler)																			
1948-50	600	IGC4512	.030¶	.020	39	CC	4	410	11	1450	4	7.5	15	31°	H	TDC	350	–	E
1948-50	Ambassador	IGS4205B	"	"	"	C	7	650	14	1350	5	6	"	33°	"	"	"	–	"
1948-51	600, Statesman	1112351	"	.022	31-37	CC	0-2	325	10-12	1400	3-5	8.5	13-17	"	"	"	475	375N	"
1948-50	Ambassador, Statesman	1110216	"	"	"	C	"	350	13-15	1350	4-6	6	14-16	"	"	"	"	"	"
1950-51	Ambassador	1110223	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1951	Statesman	1112378	"	"	"	CC	"	325	10-12	1400	3-5	8.5	13-17	"	"	"	"	"	"
1951	Ambassador	1110225	"	"	"	C	"	350	13-15	1350	4-6	6	14-16	"	"	"	"	450N	"
1951-54	Ambassador	1110227	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1952-53	Statesman	1112382	"	"	"	CC	"	325	10-12	1400	3-5	8.5	13-17	"	"	TDC+	550	375N	"
1954	Statesman	1112401	"	"	"	"	"	375	"	1800	"	"	"	23°	"	4ATDC	"	450N	"
1955	Statesman	1112409	"	.016	38-45	"	"	"	"	"	"	"	"	"	"	"	"	475N*	"
1955	Ambassador 6 Cyl.	1110241	"	"	"	C	"	350	13-15	1350	4-6	6	14-16	33°	"	TDC	"	"	"
1955	Ambassador 8 Cyl.	IBK4001	.035	.017	38	CC	11	600	20	1200	6	5.5	10	45°	"	5BTDC	"	425N*	D-#1LB
1955-56	Ambassador 8 Cyl.	IBK4001B	"	"	"	"	8	850	16	1750	6.25	12	13	"	"	"	"	"	"
1956	Statesman 6 Cyl.	1110242	.030	.016	28-35	"	0-2	350	15-17	1600	6-8	5	11-12	23°	"	TDC	"	475N*	E
1956	Ambassador 6 Cyl.	IAT4301	"	.020	39	C	7	650	14	1350	5	6	14	33°	"	4BTDC	"	"	"
1956	Ambassador 8 Cyl.	IBJ4001D	.035	.017	31	CC	10	850	"	1700	6	12	12.5	45°	"	5BTDC	"	"	D-#1LB
1956	Ambassador 8 Cyl.	IBJ4001E	"	"	"	"	8	900	"	2550	8	10	16	"	"	"	"	"	"
1956	Ambassador Spec. 8 Cyl.	1110863	"	.016	26-33	"	0-2	375	18-20	1700	5-7	"	11.5-13.5	"	"	"	"	"	"
1957	Ambassador 8 Cyl.	1110887	"	"	28-32	"	"	350	17-19	1900	"	"	14.25-15.75	42°	"	"	"	"	"

+ 1953 Models Only 4BTDC. ¶ 1948-49 Models Only .025. * 500 RPM With Air Conditioner On.

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts Deg.	Mechanical Advance Starts RPM	Maximum Mechanical Advance Deg.	Maximum Mechanical Advance RPM	Inches of Vacuum to Start Advance	Maximum Vacuum Advance Deg.	Maximum Vacuum Advance Inches Vacuum	Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed Std. Trans.	Engine Idle Speed Auto. Trans.	Firing Order Code ●
OLDSMOBILE																			
1946-47	6 Cyl.	1110213	.040	.022	31-37	CC	0-2	300	10-12	1600	5-7	8	16-20	32°	F	TDC	425	375D	E
1946-49	6 Cyl.	1110214	"	"	"	"	"	325	"	"	"	"	"	"	"	"	"	"	"
1949-50	6 Cyl.	1110221	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1946-48	8 Cyl.	1110808	.030	.016	21-30	"	"	350	"	"	6.5-8.5	6	14-16	26°	"	2BTDC	"	"	A
1949	8 Cyl.	1110814	"	"	"	"	"	400	14-16	1850	"	"	"	34°	H	2.5BTDC	"	"	C-#1LB
1949-50	8 Cyl.	1110817	"	"	"	"	"	"	"	"	"	10	19-21	"	"	"	475	350D	"
1951-52	8 Cyl.	1110824	"	"	26-33	"	"	"	"	"	4.5-6.5	10	15-16	"	"	"	"	"	"
1953	8 Cyl.	1110824	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1953-54	8 Cyl.	1110843	"	"	"	"	"	"	13-15	1725	"	"	"	"	"	5BTDC	"	400D	"
1954-55	8 Cyl.	1110850	"	"	"	"	"	"	"	"	"	"	"	38°	"	"	"	"	"
1956	8 Cyl.	1110857	"	–	30	"	"	575	11-13	2000	"	10.75	15.5-16	"	"	"	"	"	"
1957	8 Cyl.	1110883	"	–	28-32	"	"	400	"	2200	"	7.5	13.5-14.25	"	"	"	450	425D	"
1958	8 Cyl.	1110929	"	–	"	"	"	"	"	"	8-10	12	13-16	"	"	"	460	460D	"
PACKARD																			
1948-50	8 Cyl.	1110811	.028	.016	21-30	CC	0-2	400	7-9	1600	5-7	7	13-15	23°	H	6BTDC	350	–	A
1948-50	8 Cyl.	IGP4502B	"	.017	27	"	3	600	8	"	6	"	14	"	"	"	"	–	"
1948-50	8 Cyl.	IGT4203	"	"	"	"	6	700	12	1900	7	5.5	16	"	"	"	"	"	"
1951-52	8 Cyl.	1110825	.025	.016	21-30	"	0-2	400	7-9	1600	5-7	10	19	31°	H	"	450	400N	"
1951-52	8 Cyl.	IGP4502C	"	.017	27	"	3	600	8	"	6	10.5	17	"	"	"	"	"	"

▲ Degrees shown are crankshaft Degrees and are + or — 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine		
																	Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
PACKARD (Continued)																			
1953	8 Cyl.	1110836	.025	.016	26–33	CC	0–2	400	6.5–9	1500	5–7	5	9.5–11	23°	H	6BTDC	450	400N	A
1953–54	8 Cyl.	1110841	"	"	"	"	"	375	7–9	1600	"	"	"	"	"	"	"	"	"
1953	8 Cyl.	IGP4502D	"	.017	27	"	5	575	7.5	1400	6	6.5	10	"	"	"	400	"	"
1954	8 Cyl.	IGP4502E	"	"	"	"	3.75	550	8	1600	"	5	"	21°	"	"	"	"	"
1955	8 Cyl.	1110854	.035	.016	26–33	"	0–2	350	15–17	2100	5–7	10	11.5–13.5	41°	"	"	"	400D	D–#1LB
1955	8 Cyl.	IBJ4001	"	.017	31	"	11	600	20	1200	6	5.5	10	43°	"	5BTDC	"	"	"
1955	8 Cyl.	IBJ4001B	"	"	"	"	8	850	16	1750	6.25	12	13	"	"	"	"	"	"
1956	8 Cyl.	1110865	"	.016	26–33	"	1–3	450	11–13	2000	6–8	8.75	14.5–15.5	28°	"	10BTDC	"	"	"
1956	8 Cyl.	IBJ4001C	"	.017	31	"	10	850	15	"	7	10	13	45°	"	5BTDC	"	"	"
1956	8 Cyl.	IBJ4001D	"	"	"	"	"	"	14	1700	6	12	12.5	"	"	"	"	"	"
1956	8 Cyl.	IBJ4001E	"	"	"	"	8	900	"	2550	8	10	16	"	"	"	"	"	"
1957–58	8 Cyl.	1110864	"	.016	26–33	"	.5–2.5	350	11–13	1125	4–6	8	10–11.5	38°	"	4BTDC	"	"	"
PLYMOUTH																			
1946–48	ALL	IGS4207–1	.030	.020	39	C	3	400	9	1300	5	10	14	34°	H	TDC	300	–	E
1949–50	P17, P19	IGS4207B–1	"	"	"	"	5	800	10	1425	4.25	8	14	31°	"	"	"	–	"
1949–50	P18, P20	IAP4103–1	"	"	"	"	3	400	9	1300	5	10	"	"	"	"	475	–	"
1949	P18	IAP4103A–1	"	"	"	"	5	800	10	1425	4.5	8	"	34°	"	"	"	–	"
1950	P19, P20	IAT4003	"	"	"	"	"	"	"	"	4.25	"	"	31°	"	"	"	–	"
1951–52	P22, P23	IAT4011	"	"	"	"	"	"	"	"	"	"	"	30°	"	2BTDC	"	–	"
1953	P24	IAT4101	"	"	"	"	"	"	"	"	4.75	"	"	29°	"	"	"	475N	"
1954	P25	IAT4101	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1954–55	P25, P26 6 Cyl.	IAT4101B	"	"	"	"	4	875	8	1350	"	"	"	"	"	"	"	"	"
1954	P25	IAT4101C	"	"	"	"	5	800	9	1300	"	"	"	"	"	"	"	"	"
1955	(240 Eng.) P27 8 Cyl.	IAZ4003C	"	.017	34	"	"	450	18	1900	5.25	11.5	17	43°	"	4BTDC	"	"	D–#1LB
1955	(240 Eng.) P27 8 Cyl.	IAZ4003E	"	"	"	"	"	"	"	"	"	7	11	"	"	"	"	"	"
1955	(260 Eng.) P27 8 Cyl.	IAZ4003G	"	"	"	"	6.5	"	16	1650	"	4	8.5	34°	"	"	"	"	"
1955	(260 Eng.) P27 8 Cyl.	IAZ4003H	"	"	"	"	"	"	"	"	"	11.5	17	30°	"	"	"	"	"
1956	P28 6 Cyl.	IAT4101B	"	.020	"	"	4	875	8	1350	4.75	8	14	26°	"	2BTDC	"	"	E
1956	P28 6 Cyl.	IAT4103	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1956	P29 8 Cyl.	IBJ4301A	.035	.017	31	"	6.5	700	15	2150	6	12.5	15.5	38°	"	4BTDC	"	"	D–#1LB
1956	(P.P.) P29 8 Cyl.	IBJ4301B	"	"	"	"	9.5	"	16	2000	5.5	11.5	15	39°	"	"	"	"	"
1957–58	P30 6 Cyl.	IBR4001	"	.020	39	"	6.5	1050	8.5	1800	6	9.5	16	26°	"	4BTDC*	"	"	E
1957	P31 8 Cyl.	IBP4003	"	.017	29	"	5	850	9.5	2200	7.125	13	18	38°	"	8BTDC	"	"	D–#1LB
1957	P.P. 8 Cyl.	IBP4003A	"	"	"	"	6	450	11	950	"	9.5	13.5	39°	"	4BTDC	"	"	"
1957	P31 8 Cyl.	IBP4003C	"	"	"	"	6.5	700	8.5	2200	6	12.5	15.5	"	"	"	"	"	"
1958	ALL 8 Cyl.	IBP4003F	"	"	"	"	0–1.5	500	8–10	2300	6.5–7	11.8–14	16	–	"	10BTDC	"	"	"

* If Automatic Transmission 2°BTDC.

PONTIAC																			
1948	6 Cyl.	1110217	.025	.022	31–37	CC	0–2	450	11.5–13.5	2000	7–9	7.5	14.5–16.5	28°	"	4BTDC	465	375N	E
1948	8 Cyl.	1110804	"	.016	21–30	"	"	400	10.5–12.5	"	"	10	20.5	31°	"	"	"	"	A
1948	8 Cyl.	1110813	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

▲ Degrees shown are crankshaft Degrees and are + or – 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts Deg.	Mechanical Advance Starts RPM	Maximum Mechanical Advance Deg.	Maximum Mechanical Advance RPM	Inches of Vacuum to Start Advance	Maximum Vacuum Advance Deg.	Maximum Vacuum Advance Inches Vacuum	Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed Std. Trans.	Engine Idle Speed Auto. Trans.	Engine Firing Order Code ●
PONTIAC (Continued)																			
1949	6 Cyl.	1110219	.025	.022	31-37	CC	0-2	450	11.5-13.5	2000	7-9	7.5	14.5-16.5	28°	H	4BTDC	465	375N	E
1949	8 Cyl.	1110816	"	.016	21-30	"	"	400	10.5-12.5	"	"	10	20.5	31°	"	"	"	"	A
1950-52	6 Cyl.	1110222	"	.022	31-37	"	"	450	11.5-13.5	"	"	7.5	14.5-16.5	28°	"	6BTDC	"	"	E
1950-51	8 Cyl.	1110818	"	.016	21-30	"	"	400	10.5-12.5	"	"	10	20.5	31°	"	"	"	"	A
1952-54	8 Cyl.	1110831	" *	"	"	"	"	"	"	"	"	"	"	30°	"	"	"	"	"
1953	S.T. 6 Cyl.	1110233	"	.022	31-37	"	"	500	10.5-12.5	1800	4-6	"	"	35°	"	3BTDC	530	"	E
1953	H.T. 6 Cyl.	1110232	"	"	"	"	"	450	10-12	1950	"	"	"	25°	"	"	"	"	"
1954	S.T. 6 Cyl.	1110235	"	.016	38-45	"	"	500	10.5-12.5	1800	"	"	19-20.5	34.5°	"	"	530	"	"
1954	H.T. 6 Cyl.	1110234	"	"	"	"	"	450	10-12	1950	"	"	"	24°	"	"	"	"	"
1955	ALL	1110828	"	"	26-33	"	"	325	14-16	1700	"	8	12.5-13.5	34°	"	5BTDC	450	400N	D-#1LB
1956	ALL	1110862	.035	"	"	"	.5-2.5	525	9-11	1800	"	"	"	31°	"	"	"	"	"
1957	ALL	1110871	"	–	28-32	"	0-2	400	12-14	2125	6-8	"	14-15.75	"	"	6BTDC	"	440D	"
1958	S.T. ALL	1110924	"	–	"	"	"	375	13-15	2300	"	10	13-15	–	"	"	"	"	"
1958	H.T. ALL	1110913	"	–	"	"	.5-2.5	450	10-12	"	"	"	"	–	"	"	"	"	"

* Spark Plug Gap for 1954 .035".

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts Deg.	Mechanical Advance Starts RPM	Maximum Mechanical Advance Deg.	Maximum Mechanical Advance RPM	Inches of Vacuum to Start Advance	Maximum Vacuum Advance Deg.	Maximum Vacuum Advance Inches Vacuum	Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed Std. Trans.	Engine Idle Speed Auto. Trans.	Engine Firing Order Code ●
RAMBLER																			
1950-51	ALL	1112351	.030	.022	31-37	CC	0-2	350	10-12	1400	3.5	8.5	13-17	33°	H	TDC	475	375N	E
1951	ALL	1112378	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1952-55	ALL	1112382	"	"	"	"	"	"	"	"	"	"	"	31°	"	4ATDC	550	475N	"
1956	ALL	1110242	"	.016	28-35	"	"	"	15-17	"	6-8	5	11-12	35°	"	TDC	"	450N	"
1957	ALL 6 Cyl.	1110244	"	"	"	"	"	425	12-14	"	"	7.5	16.75	"	"	"	"	"	"
1957	ALL 8 Cyl.	1110884	"	–	28-32	"	"	375	18-20	"	5.5-7.5	"	14-15.75	42°	"	5BTDC	"	"	D-#1LB
1958	5810 Series	1110246	"	.016	28-35	"	.5-2.5	600	10-12	2100	5-7	11	16-17	35°	"	TDC	"	425N	E
1958	5820 Series	1110923	"	–	28-32	"	"	375	17-19	2000	5.5-7.5	"	14-15.75	25°	"	5BTDC	"	"	D-#1LB
1958	5880 Series	1110887	"	–	"	"	0-2	350	"	1900	5-7	10	14.25-15.75	42°	"	"	"	"	"

1955-56 Models With Air Conditioning "ON" Idle Speed 500 RPM in N, 1957-58 Models 475 RPM.

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts Deg.	Mechanical Advance Starts RPM	Maximum Mechanical Advance Deg.	Maximum Mechanical Advance RPM	Inches of Vacuum to Start Advance	Maximum Vacuum Advance Deg.	Maximum Vacuum Advance Inches Vacuum	Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed Std. Trans.	Engine Idle Speed Auto. Trans.	Engine Firing Order Code ●
STUDEBAKER																			
1948-50	Champion	IGC4805	.025	.020	39	CC	4	975	7	1400	4	9	14.75	27°	H	2BTDC	550	500	E
1948-49	Commander	IGC4802	"	"	"	"	5	900	10	"	3	6	12	"	"	"	"	–	"
1950	Champion	IAT4001	"	"	"	"	4	975	7	"	4	9	"	"	"	"	"	500	"
1950	Commander	1110220	"	.022	31-37	"	0-2	500	9-11	"	3-5	6	9-14	"	"	"	"	"	"
1951-52	6 Cyl.	IAT4010	"	.020	39	"	4	975	7	"	4	9	12	"	"	"	"	500-600N	"
1951-52	8 Cyl.	1110826	.035	.013	28-34	"	0-2	400	13-15	1450	4-6	8	10-11.5	35°	"	8BTDC	"	"	D-#1LB
1951	8 Cyl.	1110822	"	"	"	"	"	375	"	1300	"	"	"	"	"	"	"	"	"
1953-55	8 Cyl.	1110839	"	"	"	"	.5-2.5	350	15-17	1450	"	"	"	37°	"	4BTDC#	"	"	"
1954-55	6 Cyl.	IAT4201	.030	.020	39	"	4	975	7	1400	4	9	12	27°	"	2BTDC	"	"	E
1954-55	6 Cyl.	IAT4010	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1956-58	6 Cyl.	IAT4201	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1956	Golden Hawk 8 Cyl.	IBJ4001C	.035	.017	31	"	10	850	15	2000	7	10	13	41°	"	5BTDC	"	"	D-#1LB
1956-58	8 Cyl.	1110864	"	.016	26-33	"	.5-2.5	350	11-13	1125	4-6	8	10-11.5	37°	"	4BTDC	"	"	"

1955 Cammander Only 8BTDC.

▲ Degrees shown are crankshaft Degrees and are + or – 2°.

● Firing Order Code See Page 20.

TUNE-UP SPECIFICATIONS

Make & Year	Model	Original Distributor Number	Spark Plug Gap	Breaker Gap	Cam Angle Deg.	Dist. Rot.	Mechanical Advance Starts		Maximum Mechanical Advance		Inches of Vacuum to Start Advance	Maximum Vacuum Advance		Ignition ▲ Advance @ 2000 Eng. RPM	Timing Mark On	Initial Timing	Engine Idle Speed		Firing Order Code ●
							Deg.	RPM	Deg.	RPM		Deg.	Inches Vacuum				Std. Trans.	Auto. Trans.	
STUDEBAKER TRUCK																			
1946-48	M16, M17	IGW4101		-	36	CC	-	-	10	1400	3	8	12						
1946-48	M16, M17	IGC4802		.020	39	"	-	-	"	"	"	"	"						
1947-48	M5, M15	IGC4805		"	"	"	-	-	7	"	-	9	14.75						
1949-50	R5, R15	IGC4805		"	"	"	-	-	"	"	-	"	"						
1949-50	R5, R15	IAT4001		"	"	"	-	-	"	"	4	"	12						
1949-50	R16, R17	IGC4802		"	"	"	-	-	10	"	3	8	"						
1950	Commander	1110220		.022	31-37	"	0-2	500	"	"	3-5	6	9-14						
1951-53	R5, R15	IAT4010		.020	39	"	-	-	7	"	4	9	12						
1951-53	Commander	1110220		.022	31-37	"	0-2	500	10	"	3-5	6	9-14						
1954-55	Champion	IAT4201		.020	39	"	-	-	7	"	4	9	12						
1954-55	Commander Big 6	1110220		.022	31-37	"	0-2	500	10	"	3-5	6	9-14						
1954-55	Commander	1110839		.013	28-34	"	.5-2.5	350	16	1450	4-6	8	10-11.5						
1954-55	Commander	1110864		.016	26-33	"	"	"	12	1125	"	"	"						
1956	Champion	IAT4201		.020	39	"	-	-	7	1400	4	9	12						
1956	Commander Big 6	1110220		.022	31-37	"	0-2	500	10	"	3-5	6	9-14						
1956	Commander	1110864		.016	26-33	"	.5-2.5	350	16	1450	4-6	8	10-11.5						
1957	Champion	IAT4201		.020	39	"	-	-	7	1400	4	9	12						
1957-58	Commander Big 6	1110220		.022	31-37	"	0-2	500	10	"	3-5	6	9-14						
1957-58	Commander	1110864		.016	26-33	"	.5-2.5	350	16	1450	4-6	8	10-11.5						
For correct Spark Plug gap setting see "AC" Specification Chart.																			
WILLYS																			
1945-49	4 Cyl.	IGW4177-1	.030	.020	51	CC	6	930	11	1500	-	-	-	14°	F	TDC	600	-	G
1945-52	4 Cyl.	IAD4008	"	"	42	"	"	"	"	"	-	-	-	"	F#	"	"	-	"
1945-52	4 Cyl.	IGW4189	"	"	51	"	5	875	"	"	3.5	10	15	"	"	"	"	-	"
1946-50	4 Cyl.	IGW4129	"	"	"	"	"	930	9.5	"	"	"	"	"	F	"	"	-	"
1950-51	4 Cyl.	IGW4189A	"	"	"	"	4	650	11	2000	4.75	5	8	23°	"	"	"	-	"
1950-52	4 Cyl.	IAT4008	"	"	42	"	"	"	"	"	"	"	"	"	F#	"	"	-	"
1952-54	4 Cyl.	IAT4008B	"	"	"	"	6	1050	11	1700	5.125	6	14	"	H	5BTDC	"	-	"
1948-51	6 Cyl.	IGC4513, 14	"	"	39	"	7	550	12	1500	3.5	"	15	25°	"	TDC	"	-	E
1950-53	6 Cyl.	IAT4007	"	"	"	"	"	"	"	"	"	"	"	"	"	5BTDC	"	-	"
1952-53	6 Cyl.	IAT4007A	"	"	"	"	4	725	9.5	1300	5.125	"	14	"	"	"	"	-	"
1953-54	6 Cyl.	IAT4017	"	"	"	"	7	550	12	1500	3.5	"	15	"	"	"	"	-	"
1953-54	6 Cyl.	IAT4017A	"	"	"	"	4	725	9.5	1300	5.125	"	14	"	"	"	"	-	"
1953-54	6 Cyl.	IAT4205A	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	-	"
1953-54	4 Cyl.	IAD4008A	"	"	42	"	6	1050	11	1700	-	-	-	22°	"	"	"	-	G
1954-57	4 Cyl.	IAT4204A	"	"	"	"	"	"	"	"	5.125	6	14	"	"	"	"	-	"
1955-57	4 Cyl.	IAD4041	"	"	"	"	"	"	"	"	-	-	-	"	"	"	"	-	"
1956-57	4 Cyl.	IAY4012	"	"	"	"	"	"	"	"	-	-	-	"	"	"	"	-	"
1955-57	6 Cyl.	IAT4206	"	"	39	"	6.5	1200	9	1675	10	5	15	20°	"	"	525	450	E
1955-57	6 Cyl.	IAT4206B	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

1952 On Vibration Damper.

▲ Degrees shown are crankshaft Degrees and are + or — 2°.

● Firing Order Code See Page 20.

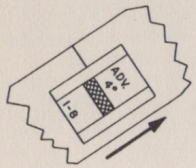
DELCO REMY REGULATOR SPECIFICATIONS

Regulator No.	Ground	Current Setting (AMPS.)	Voltage Setting (Volts)	Cutout Closing Voltage
1118300	N	37-42	6.9-7.4	5.9-6.7
1118301	N	32-37	"	"
1118302	P	"	"	"
1118303	P	28-32	"	"
1118314	P	38-42	"	"
1118729	N	42-47	"	"
1118827	N	"	"	"
1118828	P	"	"	"
1118830	P	37-42	"	"
1118831	N	"	"	"
1118834	P	43-47	"	"
1118839	P	27-33	13.8-14.8	11.8-13.5
1118841	P	34-39	6.9-7.4	5.9-6.7
1118842	P	37-42	"	"
1118845	N	"	"	"
1118846	P	"	"	"
1118864	P	"	"	"
1118872	N	23-27	"	"
1118887	N	38-42	13.8-14.8	11.8-13.5
1118896	P	23-27	"	"
1118953	P	27-33	13.8-14.8	11.8-13.5
1119000	N	23-27	"	"
1119003	N	27-33	"	"
1119004	N	37-42	13.6-14.3	11.5-13.0
1119122	N	23-27	13.8-14.8	11.8-13.5
1119162	N	32-37	"	"
1119163	N	37-42	14.0-14.6	"
1119168	N	32-37	13.8-14.8	"
1119600	N	38-45	13.8-14.6	11.8-13.0
1119601	N	42-47	"	"
1119602	N	43-47	"	"
A-600	N	27-33	13.8-14.8	11.8-13.5
F-600	N	"	"	"
A-601	P	33-37	6.9-7.4	5.9-6.7
F-601	P	"	"	"
A-602	P	37-42	"	"

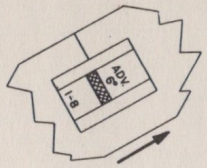
VOLTAGE REGULATOR adjustments must be made at operating temperatures which are assumed to be established after 15 minutes of operation.

TIMING MARKS

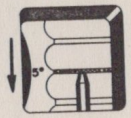
BUICK



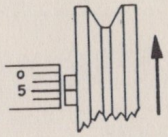
50-53 Special, 50-52 Super, set as shown which is 4° B.T.D.C. Note 1



50-52 Roadmaster, set as shown which is 6° B.T.D.C. Note 1



53 Super and Roadmaster set as shown which is 5° B.T.D.C.

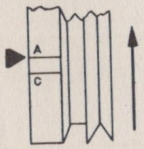


54-58, All models, set as shown which is 5° B.T.C.D. Notes 1 and 2

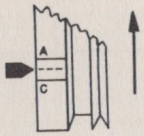
If 1958 with 1110934 Dist. set 12° B.T.D.C.

1. Adjust initial timing with engine operating at 350 rpm.
2. Adjust 57-58 initial timing with engine operating at 400 rpm.

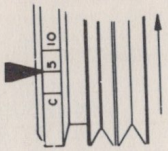
CADILLAC



51-52 and 56-57 set as shown which is 5° B.T.D.C. Note: 56 cars after engine #033849 are set to the "A" line.



53-55 and 56 cars before engine #033849 set as shown which is 2-1/2° B.T.D.C.



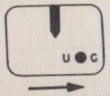
1958, set to specified degrees B.T.D.C.

1. Adjust initial timing with distributor vacuum line disconnected from carburetor. 1956-58 cars only, place piece of tape over carburetor opening. Set engine speed as follows: 400 rpm 1951-56; specified idle speed 57.
2. Air conditioned cars--Set idle speed as shown, then with air conditioner "On" and transmission in neutral adjust idle speed up control to provide a speed of 900 rpm.

CHEVROLET

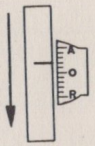
51-52 and early 53 set as shown which is 5° B.T.D.C. See note one before setting timing.

Late 53 and 54 set as shown which is 2° A.T.D.C. See note two before setting timing.

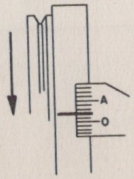


Late 53 set timing 7/32" after ball if located between letters UC.

55-58 six cylinder, set as shown which is T.D.C.



55-56 eight cylinder, set to specified degrees B.T.D.C. Each mark equals 2°.



57-58 eight cylinder, set to specified degrees B.T.D.C. Each mark equals 2°.

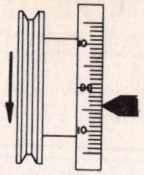
Note: Adjust initial timing with engine operating at idle speed and distributor vacuum line connected.

Air conditioned cars--Set idle speed as shown, then with air conditioner "on" and transmission in neutral, pull Fast Idle Control on dash out. Engine should now idle at 900 rpm. Set stop on linkage to adjust.

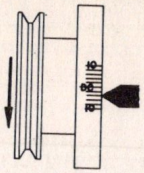
TIMING MARKS

CHRYSLER

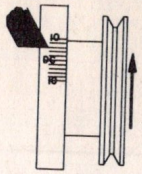
51-54 six cylinder, set to specified degrees B. T. D. C.



51 eight cylinder, set as shown which is 4" B. T. D. C.



52-56 eight cylinder, set to specified degrees B. T. D. C.

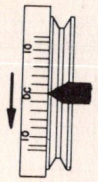


57-58 eight cylinder, set to specified degrees B. T. D. C.

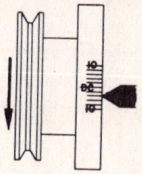
Note: Adjust initial timing with engine operating at idle speed and distributor vacuum line connected unless otherwise specified.

Air Conditioned Cars--Set idle speed as shown, then with transmission in neutral turn blower switch to first position and temperature control switch to second position. Engine should now be operating at 700-800 rpm. Adjust round adjusting nut on fast idle diaphragm shaft to obtain correct setting.

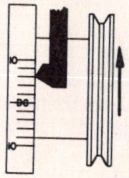
DESOTO



50-54 six cylinder, set to specified degrees B. T. D. C.



52-56 eight cylinder, set to specified degrees B. T. D. C.



57-58 eight cylinder, set to specified degrees B. T. D. C.

NOTE: Adjust initial timing with engine operating at idle speed and distributor vacuum line connected unless otherwise specified.

Air Conditioned Cars-Set idle speed as shown, then with transmission in neutral, turn blower switch to first position and temperature control switch to second position. Engine should now be operating at 700-800 rpm. Adjust round adjusting nut on fast idle diaphragm shaft to obtain correct setting.

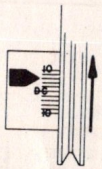
DODGE

50-53 six cylinder, set to specified degrees.

54-56 six cylinder, set as shown which is 2° B. T. D. C.

57 six cylinder, set as shown which is T.D.C.

53-56 eight cylinder, set to specified degrees B.T.D.C.

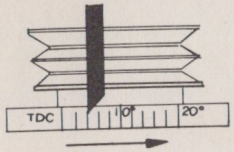
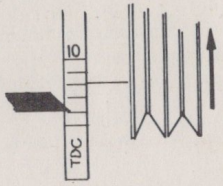
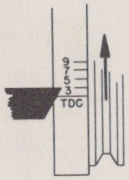
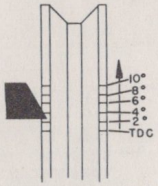
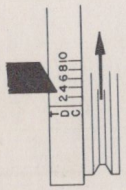
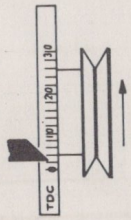
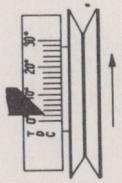
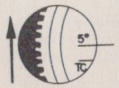
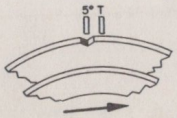
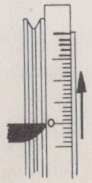


57-58 eight cylinder, set as shown which is 6° B.T.D.C.

NOTE: Adjust initial timing with engine operating at idle speed and distributor vacuum line connected unless otherwise specified.

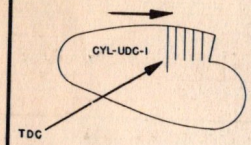
Air Conditioned Cars-Set idle speed as shown, then with transmission in neutral, turn blower switch to first position and temperature control switch to second position. Engine should now be operating at 700-800 rpm. Adjust round adjusting nut on fast idle diaphragm shaft to obtain correct setting.

TIMING MARKS

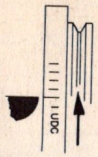
EDSEL	 1958 E-475 engine, set to specified degrees B.T.D.C.	 1958 E-400 engine, set to specified degrees B.T.D.C.	
	Adjust initial timing with engine operating at 475 R.P.M. and distributor vacuum line disconnected.		
FORD	 54-58 six, set to specified degrees B.T.D.C.	50-53 eight, set to mark which is 2° B.T.D.C.	 54 eight, set to specified degrees B.T.D.C.
	 55-57 eight, set to specified degrees B. T. D. C.	 1958 Interceptor Engines, set to specified degrees B.T.D.C.	 1958 292 Cu. Eng. set to specified degrees B. T. D. C.
	NOTE: When making advance test on 1956 four-barrel carburetor equipped, leave manifold line connected to distributor. A higher than normal reading on Manometer at idle indicates possible leaking sec. diaphragm. Adjust initial timing with engine operating at idle speed and distributor vacuum line disconnected from carburetor.		
HENRY J	 Four cylinder engines with timing mark on flywheel, set as shown which is 5° B.T.D.C.	 Four cylinder engines with timing mark on front pulley, set as shown which is 5° B.T.D.C.	 51-54 six cylinder set as shown which is T.D.C.
	Adjust initial timing with engine operating at idle speed and distributor vacuum line disconnected from carburetor.		

TIMING MARKS

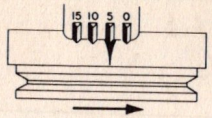
HUDSON



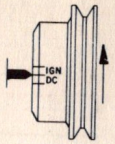
49-56 six cylinder except Jets, set as shown which is T.D.C.



53-54 Jets, set as shown which is T.D.C.



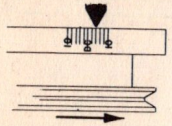
55-56 eight cylinder, set as shown which is 5° B.T.D.C.



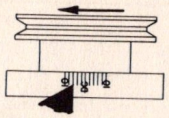
56-57 eight cylinder, set as shown which is 5° B.T.D.C.

Adjust initial timing with engine operating at idle speed and distributor vacuum line connected.

IMPERIAL



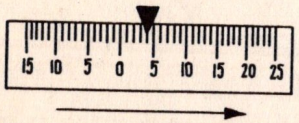
1956 set as shown which is 4° B.T.D.C.



57-58 set as shown which is 6° B.T.D.C.

Adjust initial timing with engine operating at idle speed and distributor vacuum line connected. (Air Conditioned Cars - See Chrysler Notes.)

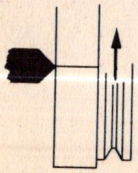
KAISER



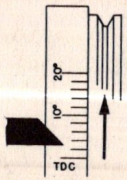
49-51 Frazer, 49-54 Kaiser, set to specified degrees B.T.D.C.

Adjust initial timing with engine operating below 450 rpm with distributor vacuum line connected.

LINCOLN



50-52 set as shown.



53-58 set to specified degrees B.T.D.C.

NOTE - When making advance lest on 1956 four-barrel carburetor equipped, leave manifold line connected to distributor. A higher than normal reading on Manometer at idle indicates possible leaking sec. diaphragm.

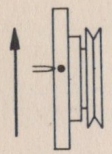
Adjust initial timing with engine operating at idle speed and distributor vacuum line disconnected from carburetor.

1. Disconnect spark control cable from carburetor when setting initial timing. After setting timing proceed as follows to reset control cable. With cable connected to pin of spark control arm and conduit held loosely in clamp on carburetor, place a .105" spacer between spark control arm and stop on carburetor. Using timing light to observe timing marks adjust conduit to obtain a reading of 15° on dampener. Tighten conduit clamp and remove spacer. Recheck initial timing

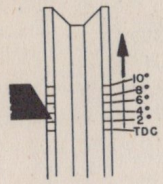
Air Conditioning Cars - Set idle as shown, then with air conditioner "On" and transmission in neutral adjust idle speed up control to provide a speed of 800 rpm.

TIMING MARKS

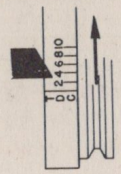
MERCURY



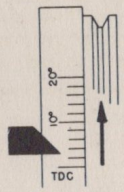
49-53 set as shown which is 2° B.T.D.C.



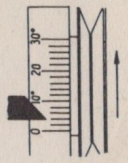
1954 set to specified degrees B.T.D.C.



1955 set to specified degrees B.T.D.C.



56-58 set to specified degrees B.T.D.C.



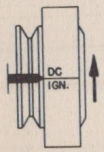
1958 set to specified degrees B.T.D.C.

NOTE: When making advance test on 1956 four-barrel carburetor equipped, leave manifold line connected to distributor. A higher than normal reading on Manometer at idle indicates possible leaking sec. diaphragm.

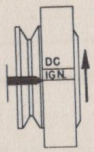
Adjust initial timing with engine operating at idle speed and distributor vacuum line disconnected from carburetor.

Air Conditioned Cars-Set idle as shown, then with air conditioner "On" and transmission in neutral adjust idle speed up control to provide a speed of 800 rpm.

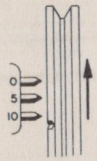
NASH



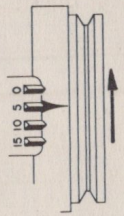
50-51 Rambler, 49-52 Statesman and 50-54 Ambassador set as shown which is T.D.C. Note: Set to "DC" mark on models using dampner with two marks.



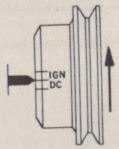
53-56 Statesman, 55-56 Ambassador six set as shown which is 4° A.T.D.C.



55-56 Metropolitan set as shown which is 11° B.T.D.C. See Note 1



55-56 Ambassador eight set as shown which is 5° B.T.D.C.



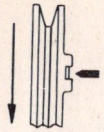
56 - 57 Hudson
56 - 57 Ambassador eight set as shown which is 5° B.T.D.C.

Adjust initial timing with engine operating at idle speed and distributor vacuum line connected.

1. Early cars (before engine #14688) set timing 1/2" before notch on pulley which is 11° B.T.D.C.
   Late cars (after engine #14688) set timing ahead of third pointer which is 11° B.T.D.C.

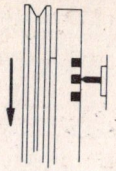
TIMING MARKS

OLDSMOBILE

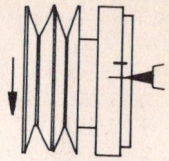


51 eight cylinder set as shown which is 2-1/2°

52-57 eight cylinder set as shown which is 5° B.T.D.C.



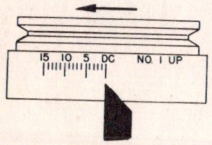
1957 eight cylinder set as shown which is 5° B.T.D.C.



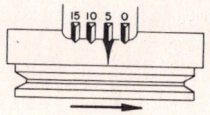
1958 set as shown which is 5° B.T.D.C.

Adjust initial timing with engine operating at 850 rpm and distributor vacuum line disconnected from carburetor. Seal carburetor opening with piece of tape.

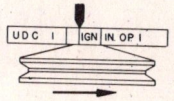
PACKARD



51-54 eight set to specified degrees B.T.D.C.



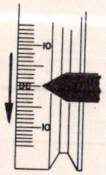
55-56 eight set to specified degrees B.T.D.C.



57-58 eight set to "IGN" mark as shown which is 4°

Adjust initial timing with distributor vacuum line connected to carburetor and engine operating at the following speed: 51-54, 450-500 rpm; 55-56, 400-450 rpm, 57 600 rpm.

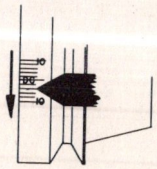
PLYMOUTH



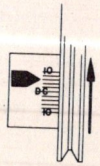
50-52 six cylinder set as shown which is T.D.C.

53-56 six cylinder set as shown which is 2° B.T.D.C.

57-58 six cylinder set as shown which is T.D.C.



55-56 eight cylinder set as shown which is 4° B.T.D.C.

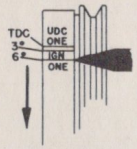


57-58 eight cylinder set to specified degrees B.T.D.C.

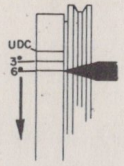
Adjust initial timing with engine operating at idle speed and distributor vacuum line connected. Air Conditioned Cars-Set idle speed as shown, then with transmission in neutral turn blower control switch to first position and temperature control switch second position. Engine should now be operating at 700-800 rpm. Adjust round adjusting nut on fast idle diaphragm shaft to obtain correct setting.

TIMING MARKS

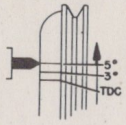
PONTIAC



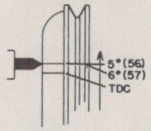
49-50 six and eight set to specified degrees B.T.D.C.



51-54 six and eight set to specified degrees B.T.D.C.



1955 eight cylinder set as shown which is 5° B.T.D.C.



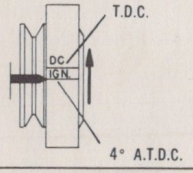
56-58 standard eight cylinder engine set as shown
To set timing of 10° B.T.D.C. on extra horsepower engines use procedure outlined in tune-up tested manual for "adjusting initial ignition timing". When setting timing in this manner, use the "DC" line as zero reference.

Adjust initial timing with engine operating at idle speed and distributor vacuum line connected unless otherwise specified.

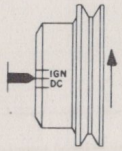
Air Conditioned Cars--With air conditioner "off", set idle speed as follows: 50-54 eights 460-480 in Neutral; 55 V8, 450-470 in Neutral; 56 V8, 510-530 in Neutral, 57 V8, 500-520 in Drive.

NOTE: "Extra Horsepower" engines are those with a higher cubic inch displacement than the standard model. These engines are equipped with two or more carburetors. In 1957 three carburetors are used on both the "extra horsepower" and standard engine. Hydramatic cars use the same distributor. To distinguish between the two, note the part number of the center carburetor (brass tag). Part numbers of the center carburetor are as follows: Standard engine, 7011350; Extra horsepower engine, 7011500.

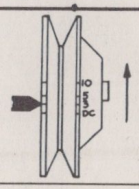
RAMBLER



52-58 six cylinder set to specified degrees.



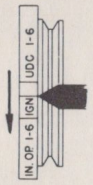
57-58 eight cylinder set as follows which is 5° B.T.D.C.



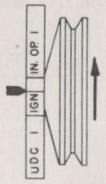
1958 six cylinder, set to specified degrees B.T.D.C.

Adjust initial timing with engine operating at idle speed and distributor vacuum line connected.

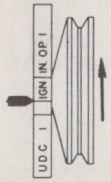
STUDEBAKER



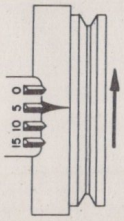
50-57 six cylinder set to "IGN" mark as shown.



51-54 eight cylinder set to "IGN" mark as shown.



55-58 eight cylinder except 56 Golden Hawk, set to "IGN" mark as shown.

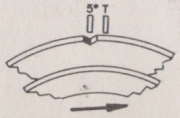


1956 Golden Hawk set as shown which is 5° B.T.D.C.

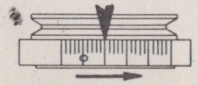
Adjust initial timing with engine operating at idle speed and distributor vacuum line disconnected from carburetor. Seal carburetor opening with piece of tape.

WILLYS

Four cylinder engines with timing mark on front pulley, set as shown which is 5° B.T.D.G.



Four cylinder engines with timing mark on flywheel, set as shown which is B. T. D. C.



52-56 six cylinder engines set to specified degrees B.T.D.C.

Adjust initial timing with engine operating at idle speed and vacuum line disconnected from carburetor.

ENGINE FIRING ORDER CODES

Code A

1 6 2 5 8 3 7 4

Code B

1 3 5 7 Right Bank

2 4 6 8 Left Bank

Firing Order 1-2-7-8-4-5-6-3

Code C

2 4 6 8 Right Bank

1 3 5 7 Left Bank

Firing Order 1-8-7-3-6-5-4-2

Code D

2 4 6 8 Right Bank

1 3 5 7 Left Bank

Firing Order 1-8-4-3-6-5-7-2

Code E

1 5 3 6 2 4

Code G

1 3 4 2

Code H

1 2 3 4 Right Bank

5 6 7 8 Left Bank

Firing Order 1-5-4-8-6-3-7-2

Code I

1 2 3 4 Right Bank

5 6 7 8 Left Bank

Firing Order 1-5-4-2-6-3-7-8

ENGINE COMPRESSION

Variations in compression pressure between cylinders should not exceed 10%.

DELCO-REMY SERVICE PARTS

Make & Year	Model	Ignition Parts: Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Gen. & Reg.: Original Generator Number	Brushes	Regulator ■	Switches: Stop Light Switch	Dimmer Switch
BUICK													
1946-48	40, 50; 1949 40	DR	1938330	1869704	1836893	1837974	1915430*	48	1102679	1878249+	1118301	4766	1997008
1946-48	70	DR	"	"	"	"	"	"	1102668	"	"	"	"
1949	50	DR	"	"	"	"	1115328	"	1102709	"	1118300	"	"
1949	70	DR	"	"	"	"	"	"	1102708	"	"	"	"
1950	ALL	DR	"	"	"	"	"	46X	1102709	"	1118845	"	"
1951	(Early) ALL	DR	"	"	1912768	"	"	"	1102754	"	"	"	"
1951	(Late) ALL	DR	"	"	"	"	"	"	1102774	"	1118729	"	"
1952	ALL	DR	"	"	"	"	"	"	1102779	1923295+	"	"	"
1953	(6 Volt) 40	DR	"	"	"	"	1115380	"	1102798	"	"	"	"
1953	(12 Volt) 50, 70	DR	1938340	"	1917249	1917247	1115087#	44-5	1102003	"	1119003	"	1997009
1954-55	ALL	DR	"	"	"	"	1115087§		1102008	"	"	"	"
1956	(Early) ALL	DR	"	"	"	"	"	44	1102008	"	"	4769	"
1956	(Late) ALL	DR	"	"	"	"	"		1102053	"	1119162	"	"
1956 (Air Cond.)	(Air Cond.) ALL	DR	"	"	"	"	"	"	1102051	"	"	"	"
1957	ALL	DR	1931988	1932004	1932015	1932018	1115087¶	"	1102066	"	1119168	"	"
1958	ALL	DR	"	"	"	"	"	45	1102101	1932506+	1119600	"	"

+Two pieces required. *1949 Model uses 1115328. #Use resistance unit 1923681. §Use resistance unit 1927809. ¶Use resistance unit 1931614.

Make & Year	Model	Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
CADILLAC													
1946-48	ALL	DR	1938340	1869704	1836893	1837974	1911441*	M-8	1102693	1878249+	1118301	4766	1997008
1949-50	ALL	DR	1938330	"	1912768	"	1115380	M-8++	1102700	"	1118300	"	"
1951	(Early) ALL	DR	"	"	1917249	1917247	"	48X	1102700	"	"	1997901	"
1951	(Late) ALL	DR	"	"	"	"	"	"	1102770	"	1118827	"	"
1952	ALL	DR	"	"	"	"	"	"	1102781	1923295+	"	"	"
1953-55	ALL	DR	"	"	"	"	1115087#	46-5	1102002	"	1119003	1997901§	1997008¶
1956	ALL	DR	1931988	1932004	1932135	1932018	1115087##	44	1102002	"	"	1998145	1997009
1956	(Air Cond.) ALL	DR	"	"	"	"	"	"	1102011	"	"	"	"
1957	ALL	DR	"	"	"	"	"	"	1102086	"	1119168	1998192	"
1957	ALL	DR	"	"	"	"	"	"	1102060	"	1119163	"	"
1958	ALL	DR	"	"	1932015	"	"	"	1102109	"	1119168	"	"
1958	ALL	DR	"	"	"	"	"	"	1102103	1932506+	1119601	"	"

*1948 Uses 1115380 Coil. §1955 Models use 1997922. +Two pieces required. ++1950 Models use 48X. #Use resistance unit 1923681. ##Use resistance unit 1927809. ¶1955 Models use 1997009.

Make & Year	Model	Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
CHEVROLET PASSENGER													
1946-47	ALL	DR	1882391	1869704	820445	824735	1910405	M-8	1102667	1878249+	1118301	1997901	1997008
1948	(Early) ALL	DR	"	"	"	"	1115380	"	1102667	"	"	"	"
1948	(1112353 Dist.) ALL	DR	1855720*	"	"	"	"	"	1102667	"	"	"	"
1949-50	ALL	DR	"	"	"	"	"	46-5	1102710	"	"	"	"
1951	ALL	DR	"	"	"	"	"	"	1102761	"	"	1997913	"
1951-52	ALL	DR	"	"	"	"	"	"	1102749	"	"	"	"
1952	ALL	DR	"	"	"	"	"	"	1100013	1923295+	"	"	"
1953-54	ALL	DR	1924571§	1928111	1924245	1924248	"	44-5	1100018	"	1118827	"	"
1954	ALL	DR	"	"	"	"	"	"	1100028	"	1118300	"	"
1955	6 Cyl.	DR	"	"	"	"	1115087#	44-5	1100310	1932506+	1119000	1998106	1997021

§For Pre-Assembled Set use 1944375. #Use resistance unit 1931614. +Two pieces required. *For Pre-Assembled Set use 1944374.

■ For Regulator Settings See Page 13.

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
CHEVROLET PASSENGER (Continued)													
1955	6 Cyl.	DR	1924571§	1928111	1924245	1924248	1115087#	44-5	1100321	1932506+	1119003	1998106	199702
1955	8 Cyl.	DR	1938340	1869704	1927393	1917247	"	"	1100310	"	1119000	"	"
1955	8 Cyl.	DR	"	"	"	"	"	"	1100321	"	1119003	"	"
1956-57	6 Cyl.	DR	1924571§	1928111	1924245	1924248	"	"	1100326	"	1119000	"	199702
1956-57	6 Cyl.	DR	"	"	"	"	"	"	1102041	"	1119003	"	"
1956	8 Cyl.	DR	1938340	1869704	1927393	1917247	"	45	1100321	"	1119000	"	199702
1956	8 Cyl.	DR	"	"	"	"	"	"	1102041	"	1119003	"	"
1957	8 Cyl.	DR	1931988	1932004	1932015	1932018	"	44	1100321	"	1119000	"	199502
1957	8 Cyl.	DR	"	"	"	"	"	"	1102041	"	1119003	"	"
1958	6 Cyl.	DR	1924571§	1928111	1924245	1924248	"	44-5	1102096	"	"	1998196	199702
1958	6 Cyl.	DR	"	"	"	"	"	"	1102115	"	1119168	"	"
1958	8 Cyl.	DR	1931988	1932004	1932015	1932018	"	44	1102097	"	1119003	"	"
1958	8 Cyl.	DR	"	"	"	"	"	"	1102115	"	1119168	"	"

§For Pre-Assembled Set use 1944375. +Two pieces required. #Use resistance unit 1931614. **1957 Models use 1995023.

CHEVROLET TRUCK													
1949-51	ALL	DR	1855720*	1869704	820445	824735	1115380	44-5 Comm.	1102710	1878249+	1118301	1997901	199700
1949-51	ALL	DR	"	"	"	"	"	"	1102726	"	1118872	"	"
1949-51	ALL	DR	"	"	"	"	"	"	1102749	"	1118301	"	"
1952	(Early) ALL	DR	"	"	"	"	"	"	1102749	"	"	"	"
1952	(Late) ALL	DR	"	"	"	"	"	"	1100013	1923295+	"	"	"
1952	Door to Door	DR	"	"	"	"	"	"	1105002	1906931+	1118831	"	"
1953	ALL	DR	"	"	"	"	"	"	1100018	1923295+	1118827	"	"
1953-54	(1112388 Dist.) 1/2, 3/4, 1 Ton	DR	1924571§	1928111	1924245	1924248	"	"	1100018	"	"	"	"
1953-54	(1112388 Dist.) 1/2, 3/4, 1 Ton	DR	"	"	"	"	"	"	1100028	"	1118300	"	"
1955	6 Cyl.	DR	"	"	"	"	1115087¶	"	1100310	1932506+	1119000	1997921	199702
1955	6 Cyl.	DR	"	"	"	"	"	"	1106982	1906953+	1119004	"	"
1955	3,000, 4,000 8 Cyl.	DR	1938340	1869704	1917249	1917247	"	"	1100310	1932506+	1119000	"	"
1955	3,000, 4,000 8 Cyl.	DR	"	"	"	"	"	"	1106982	1906953+	1119004	"	"
1956-57	6 Cyl.	DR	1924571§	1928111	1924245	1924248	"	45	1100326	1932506+	1119000	"	199702
1956-57	6 Cyl.	DR	"	"	"	"	"	"	1102041	"	1119003	"	"
1956	3,000, 4,000 8 Cyl.	DR	1938340	1869704	1917249	1917247	"	"	1100326	"	1119000	"	199702
1956	3,000, 4,000 8 Cyl.	DR	"	"	"	"	"	"	1102041	"	1119003	"	"
1957	3,000, 4,000 8 Cyl.	DR	1931988	1932004	1932015	1932018	"	"	1100326	"	1119000	"	199702
1957	3,000, 4,000 8 Cyl.	DR	"	"	"	"	"	"	1102041	"	1119003	"	"
1958	6 Cyl.	DR	1924571§	1928111	1924245	1924248	"	"	1102096	"	"	"	"
1958	3,000, 4,000 8 Cyl.	DR	1931988	1932004	1932015	1932018	"	"	1102096	"	"	"	"

*For Pre-Assembled Set use 1944374.
+Two pieces required

§For Pre-Assembled Set use 1944375.
#1957 Models use 1997023.

¶Use resistance unit 1931614.

CHRYSLER (See Imperial)													
1946-48	6 Cyl.	AL	A-101P	A-200	A-401	A-301	1115380	46	GDZ4801A,R	A-700●	A-601	4765	199700
1946-48	8 Cyl.	AL	-	"	A-402	-	"	"	GDZ4801A,R	"	"	"	"
1949-50	(IAP-4102C-1 Dist) 6 Cyl.	AL	A-101P	"	A-401	A-300	"	"	GGW6001A,J,K	"	A-602	"	"
1949-50	8 Cyl.	AL	-	"	A-402	A-303	"	"	GGW6001A,J,K	"	"	"	"

¶Where necessary use terminal from U-1900 adaptor pkg.

● Set of brushes.

■ For Regulator Settings See Page 13.

DELCO-REMY SERVICE PARTS

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
CHRYSLER (See Imperial) (Continued)													
1950-52	6 Cyl.	AL	A-104P	A-200	A-400	A-302	1115380	46	GGW6001A,J,K	A-700●	A-602	4765	1997008¶
1951-52	8 Cyl.	AL	A-103P	"	A-402	A-303	"	"	GGW6001A,J,K	"	"	"	"
1953-54	6 Cyl.	AL	A-104P	"	A-400	A-302	"	"	GGW6008D,G	"	"	4767	"
1953-54	8 Cyl.	AL	A-103P	"	A-402	A-303	1115380#	46++	GGW6008D,G	"	"	"	"
1955	C67, C68 8 Cyl.	AL	"	"	"	"	1115380##	45XL	GGW6016D	"	"	4770	"
1956	C71 8 Cyl.	AL	A-102P	"	A-403	A-304	U-500 §	R44XLS**	GJC7002B	"	A-600	"	"
1956	C71 8 Cyl.	AL	"	"	"	"	"	"	GJC7003A	"	"	"	"
1956-58	C72, C76, New Yorker 8 Cyl.	AL	A-103P	"	"	"	"	"	GJC7002B,H	"	"	"	1997008*
1956-58	C72, C76, New Yorker 8 Cyl.	AL	"	"	"	"	"	"	GJC7003A	"	"	"	"
1956-58	C72, C76, New Yorker 8 Cyl.	AL	"	"	"	"	"	"	GHM6001E	"	"	"	"
1956-58	C72, C76, New Yorker 8 Cyl.	AL	"	"	"	"	"	"	GJC7012A	"	"	"	"
1956-58	C75, Windsor, Saratoga 8 Cyl.	AL	A-100P	"	"	"	"	"	GJC7002H	"	"	"	"
1956-58	C75, Windsor, Saratoga 8 Cyl.	AL	"	"	"	"	"	"	GJC7012A	"	"	"	"

#12 Volt Models C59, C66, use U-500.
++1954 Models use 45XL.
§12 Volt, use resistance unit on car.
*1957-58 Models use A-800.
**Some Models use R44S.
●Set of brushes.
##Remove resistance unit from car.
¶Where necessary use terminals from U-1900 adapter pkg.

DESOTO													
1946-48	6 Cyl.	AL	A-101P	A-200	A-401	A-301	1115380	46	GDZ4801A,R	A-700●	A-601	4765	1997008##
1949-50	(1AP-4102C-1 Dist.) 6 Cyl.	AL	A-101P	"	"	A-300	"	"	GDZ4801A,R	"	"	"	"
1950-54	6 Cyl.	AL	A-104P	"	A-400	A-302	"	"	GGW6001A,B,J,K	"	A-602	4765*	"
1950-54	6 Cyl.	AL	"	"	"	"	"	"	GGW6007A,B	"	"	"	"
1950-54	6 Cyl.	AL	"	"	"	"	"	"	GGW6008B,D,G	"	"	"	"
1952-55	8 Cyl.	AL	A-103P	"	A-402	A-303	"	46**	GGW6001J,K,L,Q	"	"	"	"
1952-55	8 Cyl.	AL	"	"	"	"	"	"	GGW6007A	"	"	"	"
1952-55	8 Cyl.	AL	"	"	"	"	"	"	GGW6008C,E,F	"	"	"	"
1952-55	8 Cyl.	AL	"	"	"	"	"	"	GGW6016A	"	"	"	"
1956	8 Cyl.	AL	A-102P	"	A-403	A-304	U-500#	R45S	GJC7002A	"	A-600	4770	"
1956	8 Cyl.	AL	"	"	"	"	"	"	GJC7003B,G	"	"	"	"
1956	8 Cyl.	AL	A-100P	"	"	"	"	R44S	GJC7002H	"	"	"	A-800
1957	8 Cyl.	AL	"	"	"	"	"	"	GJC7012A	"	"	"	"
1957	8 Cyl.	AL	"	"	"	"	"	"	GJC7013A	"	"	"	"
1958	8 Cyl.	AL	-	"	"	"	"	"	GJC7012A	"	"	"	"

*1953-54 Models use 4767; 1955 Models use 4770.
**Fire flyte models use Type 45.
#12 Volt, use resistance unit on car.
##Where necessary use terminals from U-1900 adapter pkg.
●Set of brushes.

DODGE													
1946-48	6 Cyl.	AL	A-101P	A-200	A-401	A-301	1115380	46	GDZ4801A,B,R	A-700●	A-601	4765	1997008##
1949-50	(IGS-4207B-1 Dist.) 6 Cyl.	AL	"	"	"	"	"	"	GGW6001A	"	A-602	"	"
1949-50	(IGS-4103A-1 Dist.) 6 Cyl.	AL	"	"	"	A-300	"	"	GDZ4801A,B	"	A-601	"	"
1949-50	(IGS-4103A-1 Dist.) 6 Cyl.	AL	"	"	"	"	"	"	GGW6001A,D	"	A-602	"	"
1950-52	6 Cyl.	AL	A-104P	"	A-400	A-302	"	"	GGW6001J,K,L	"	"	"	"
1953-54	6 Cyl.	AL	"	"	"	"	"	"	GGW6001J,K	"	"	4767	"
1953-54	6 Cyl.	AL	"	"	"	"	"	"	GGW6008F,G	"	"	"	"

##Where necessary use terminals from U-1900 adapter pkg.
●Set of brushes.

■ For Regulator Settings See Page 13.

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
DODGE (Continued)													
1953-54	8 Cyl.	AL	A-103P	A-200	A-402	A-303	1115380	45	GGW6009A,B	A-700●	A-602	4767	1997008##
1953-54	8 Cyl.	AL	"	"	"	"	"	"	GGW6010A,B	"	"	"	"
1953-54	8 Cyl.	AL	"	"	"	"	"	"	GGW6012A,B	"	"	"	"
1953-54	8 Cyl.	AL	"	"	"	"	"	"	GGW6014A,B	"	"	"	"
1955	6 Cyl.	AL	A-104P	"	A-400	A-302	"	46	GGW6001J	"	"	4770	"
1955	6 Cyl.	AL	"	"	"	"	"	"	GGW6016A	"	"	"	"
1955	8 Cyl.	AL	A-103P	"	A-402	A-303	"	45	GGW6001J	"	"	"	"
1955	8 Cyl.	AL	"	"	"	"	"	"	GGW6012B	"	"	"	"
1955	8 Cyl.	AL	"	"	"	"	"	"	GGW6016A	"	"	"	"
1956-58	6 Cyl.	AL	A-104P	"	A-400	A-302	1115043	46#	GJC7002A,H	"	A-600	"	1997008*
1956-58	6 Cyl.	AL	"	"	"	"	"	"	GJC7003B	"	"	"	–
1956-58	6 Cyl.	AL	"	"	"	"	"	"	GJC7012A	"	"	"	"
1956	8 Cyl.	AL	A-102P	"	A-403	A-304	U-500§	R45S	GJC7001A,C,D	"	"	"	"
1956	8 Cyl.	AL	"	"	"	"	"	"	GJC7002A	"	"	"	"
1956	8 Cyl.	AL	"	"	"	"	"	"	GJC7003B	"	"	"	"
1957	8 Cyl.	AL	A-100P	"	"	"	"	R44S	GJC7001D	"	"	"	A-800
1957	8 Cyl.	AL	"	"	"	"	"	"	GJC7012A	"	"	"	"
1958	Cornet 8 Cyl.	AL	"	"	"	"	"	R44XLS	GJC7012A	"	"	"	"
1958	Royal 8 Cyl.	AL	–	"	"	"	"	"	GJC7012A	"	"	"	"

*1957-58 Models use A-800
§12 Volt, use resistance unit on car.
#57-58 Models use R45.
##Where necessary use terminals from U-1900 adapter pkg.
●Set of brushes

DODGE TRUCK													
1946-47	(IGS-4203A,B-1 Dist.) 6 Cyl.	AL	A-101P	A-200	A-401	A-301	1115380		GDZ4801D	A-700¶	A-601	4765	●1997008
1946-49	(IAD-4201-1 Dist.) 6 Cyl.	AL	A-107P	"	"	"	"		GDZ4801D,R	"	"	"	"
1946-49	(IAD-4201-1 Dist.) 6 Cyl.	AL	"	"	"	"	"		GGW6001A	"	A-602	"	"
1948-50	(IAP-4001-1; 4101-1 Dist.) 6 Cyl.	AL	A-101P	"	"	A-300	"		GDZ4801D,R	"	A-601	"	"
1948-50	(IAP-4001-1; 4101-1 Dist.) 6 Cyl.	AL	"	"	"	"	"		GGW6001A,B	"	A-602	"	"
1948-50	(IAO-4002-1; 4102-1 Dist.) 6 Cyl.	AL	A-107P	"	"	"	"		GDZ4801D,R	"	A-601	"	"
1949-55	(IAT-4003A; 4011A; 4101B,C Dist.) 6 Cyl.	AL	A-104P	"	A-400	A-302	"		GGW6001B,K	"	A-602	4767*	"
1949-55	(IAY-4002-1; 4003A,B-1; 4006-1 Dist.) 6 Cyl.	AL	A-107P	"	"	"	"		GGW6001B,C,K	"	"	"	"
1953-55	(IAZ-4003A,B,G Dist.) 8 Cyl.	AL	A-103P	"	A-402	A-303	"		GGW6012A	"	"	"	"
1953-55	(IBB-4103A,B,C Dist.) 8 Cyl.	AL	–	"	"	"	"		GGW6010A	"	"	"	"
1953-55	(IBB-4103A,B,C Dist.) 8 Cyl.	AL	–	"	"	"	"		GGW-6012A	"	"	"	"
1953-55	(IBB-4103A,B,C Dist.) 8 Cyl.	AL	–	"	"	"	"		GGW-6013A	"	"	"	"
1956	(IAT-4101B; 4103 Dist.) 6 Cyl.	AL	A-104P	"	A-400	A-302	1115043		GJC7002B	"	A-600	4770	"
1956	(IBJ-4301 Dist.) 8 Cyl.	AL	A-102P	"	A-403	A-304	U-500#		GJC7001B	"	"	"	"
1956	(IAY-4003B-1; 4004C-1; Dist.) 6 Cyl.	AL	A-107P	"	A-400	A-302	1115043		GJC7002A,E,D	"	"	"	"
1957-58	(IAY-4101-1; 4102-1; 4104-1 Dist.) 6 Cyl.	AL	"	"	"	"	"		GJC7012C,E	"	"	"	A-800
1957-58	(IBP-4002C,G Dist.) 8 Cyl.	AL	A-100P	"	A-403	A-304	U-500#		GJC7012B	"	"	"	"

*1955 Models use 4770.
#12 Volt, use resistance unit on car.
● Where necessary use terminals from U-1900 adapter pkg.
¶Set of brushes.
For correct Spark Plug application see "AC" Specification Chart.

■ For Regulator Settings See Page 13.

DELCO-REMY SERVICE PARTS

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
EDSEL													
1958	8 Cyl.	FO	F-102P	F-201	F-400	F-302	U-500#	84TS	FAS10002D	F-700●	F-600	4766	U-800
FORD PASSENGER													
1947-48	8 Cyl.	FO	-	-	F-401	-	1115380	45L	-	-	-	4766	1997008
1947-48	6 Cyl.	FO	F-101P	F-200	"	F-300	"	"	-	-	-	"	"
1949-51	6 Cyl.	FO	"	"	"	"	"	"	7HA10001B	F-700●	F-601	"	F-800
1949-53	8 Cyl.	FO	"	"	"	F-301	"	"	FAA10002A	"	"	"	"
1952-53	6 Cyl.	FO	"	"	"	F-300	"	"	FAA10002B	"	"	"	"
1954	6 Cyl.	FO	"	"	"	"	"	"	FAA10002A	"	"	"	"
1954	8 Cyl.	FO	F-100P	"	"	F-301	"	"	FBC10002A	"	"	"	"
1955	6 Cyl.	FO	"	"	"	F-300	"	85T	FAA10002A	"	"	"	"
1955	8 Cyl.	FO	F-100P	"	"	F-301	"	"	FBC10002A	"	"	"	"
1956	6 Cyl.	FO	F-101P	"	"	F-300	U-500*	"	FAR10000B	"	F-600	"	"
1956	6 Cyl.	FO	"	"	"	"	"	"	FBV10000B	"	"	"	"
1956	8 Cyl.	FO	F-100P	"	"	F-301	"	"	FAS10000B	"	"	"	"
1956	8 Cyl.	FO	"	"	"	"	"	"	FBY10000B	"	"	"	"
1957-58	6 Cyl.	FO	F-101P	"	"	F-300	"	85TS#	FAR10002B	"	"	"	U-800
1957-58	8 Cyl.	FO	F-102P	F-201	F-400	F-302	"	84TS¶	FAS10002D	"	"	"	"
1957-58	8 Cyl.	FO	"	"	"	"	"	"	FAS10002C	"	"	"	"
FORD TRUCK													
1947-48	6 Cyl.	FO	F-101P	F-200	F-401	F-300	1115380		-	-	-	4766	1997008
1949-51	6 Cyl.	FO	"	"	"	"	"		7HA10001B	F-700●	F-601	"	F-800
1949-53	8 Cyl.	FO	"	"	"	F-301	"		FAA10002A	"	"	"	"
1952-53	6 Cyl.	FO	"	"	"	F-300	"		FAA10002B	"	"	"	"
1954	6 Cyl.	FO	"	"	"	"	"		FAA10002A	"	"	"	"
1954	8 Cyl.	FO	F-100P	"	"	F-301	"		FBC10002A	"	"	"	"
1955	6 Cyl.	FO	F-101P	"	"	F-300	"		FAA10002A	"	"	"	"
1955	8 Cyl.	FO	F-100P	"	"	F-301	"		FBC10002A	"	"	"	"
1956	6 Cyl.	FO	F-101P	"	"	F-300	"		FAR10000B	"	F-600	"	"
1956	6 Cyl.	FO	"	"	"	"	"		FBV10000B	"	"	"	"
1956	8 Cyl.	FO	F-100P	"	"	F-301	"		FBT10000B	"	"	"	"
1956	8 Cyl.	FO	"	"	"	"	"		FAS10000B	"	"	"	"
1957-58	6 Cyl.	FO	F-101P	"	"	F-300	"		FAR10002B	"	"	"	U-800
1957-58	8 Cyl.	FO	F-100P	"	"	F-301	"		FAS10002C	"	"	"	"
1957-58	8 Cyl.	FO	"	"	"	"	"		FAS10002D	"	"	"	"

#12 Volt, use resistance unit on car

● Set of brushes

*12 Volt, use resistance unit on car.

#1957 Models use type 85T.

● Set of brushes.

¶1957 Models use type 85T.

● Set of brushes.

For correct Spark Plug application see "AC" Specification Chart.

■ For Regulator Settings See Page 13.

DELCO-REMY SERVICE PARTS

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
GMC TRUCK													
1949-50	FC 100 thru 250	DR	1855720*	1900272	820445	824735	1115328	44 Com.	1102710	1878249+	1118303	1997901	1997008
1951	100-22 thru 280-22	DR	"	"	"	"	"	"	1105003	1906931+	1118830	"	"
1952	100-22 thru 280-22	DR	"	1869704	"	"	"	"	1105003	"	"	"	"
1952	100-22 thru 280-22	DR	"	"	"	"	"	"	1102749	1878249+	1118303	"	"
1952	100-22 thru 280-22	DR	"	"	"	"	"	"	1100013	1923295+	1118841	"	"
1953	100-22 thru 280-22	DR	1924571§	1928111	1924245	1924248	1115380	"	1102793	"	1118828	"	"
1953	100-22 thru 280-22	DR	"	"	"	"	"	"	1100018	"	"	"	"
1953	100-22 thru 280-22	DR	"	"	"	"	"	"	1105009	1906931+	1118830	"	"
1954	100-22 thru 280-22	DR	"	"	"	"	"	"	1105009	"	"	"	"
1954	100-22 thru 280-22	DR	"	"	"	"	"	"	1100018	1923295+	1118828	"	"
1955	100 thru 250	DR	"	"	1931482	"	"	"	1102793	"	"	1997921#	"
1955	100-8 thru 250-8	DR	1938330	1869704	1927393	1917247	1115087¶	44-5 Com.	1100304	"	1118896	"	"
1956-57	100 thru 250	DR	1924571§	1928111	1931482	1924248	"	44 Com.	1100326	1932506+	1119000	1997901**	1997021
1956-57	100 thru 250	DR	"	"	"	"	"	"	1106821	1906911+	1118887	"	"
1956	100-8 thru 250-8	DR	1938330	1869704	1927393	1917247	"	45 Com.	1100304	1923295+	1118896	"	"
1957	100-8 thru 250-8	DR	1931988	1932004	1932015	1932018	"	45 Com.	1106821	1906911+	1118887	"	"
1957	100-8 thru 250-8	DR	"	"	"	"	"	"	1100304	1923295+	1118896	"	"
1958	100 thru 250	DR	1924571§	1928111	1931482	1924248	"	44 Com.	1102113	1932506+	1119003	"	1997023
1958	100-8 thru 250-8	DR	1931988	1932004	1932015	1932018	"	45 Com.	1102107	"	"	"	"

*For Pre-Assembled Set use 1944374.
+Two pieces required.
§For Pre-Assembled Set use 1944375.
#With Hydra-Matic use 1997901.
¶Use resistance unit 1931614.
##1957 Models use 1997023. Vac. Brakes & C.O.E. Models 1997725.

HUDSON (See Rambler)													
1948-49	6 Cyl.	AL	A-101P	A-200	A-401	A-301	1115380	45	GDZ6001B	A-700●	A-601	4766	1997008
1948-49	8 Cyl.	AL	-	"	A-402	-	"	"	GDZ6001B	"	"	"	"
1950	500, 50A	AL	A-104P	"	-	A-302	"	"	GDZ6001B	"	"	"	"
1950	501, 502	AL	A-101P	"	A-401	A-301	"	"	GDZ6001B	"	"	"	"
1951-54	6 Cyl.	AL	A-104P	"	A-400	A-302	"	45L	GGW4801B,F	"	A-602	"	"
1950-52	8 Cyl.	AL	-	"	A-402	-	"	43L	GDZ6001B	"	A-601	"	"
1954-55	6 Cyl.	AL	A-104P	"	A-400	A-302	"	45L	GGW4802A,B,C	"	A-602	4766¶	"
1956	Hornet 8 Cyl.	AL	A-105P	"	A-402	A-303	U-500#	46XL	-	-	-	-	-
1956	Hornet Special 8 Cyl.	DR	1938330	1869704	1917249	1917247	1115087§	45L	1100324	1923295+	1119122	4766	U-800
1956	Hornet Special 8 Cyl.	DR	"	"	"	"	"	"	1103011	"	1119003	"	"
1957	Hornet 8 Cyl.	DR	1931988	1932004	1932135	1932018	"	"	1102018	"	"	"	"
1957	Hornet 8 Cyl.	DR	"	"	"	"	"	"	1102070	"	1119168	"	"

1948-50 Models with Aluminum Head use 45L Spark Plug.
● Set of brushes
#Use resistance unit now on car.
*Use adaptor terminals from U-1900 pkg.
§Use resistance unit 1927809.
¶If mechanical use 1997918.
+Two pieces required.

IHC TRUCK													
1949	K1, KB 1 thru 5	DR	1855720*	1900272	820445	824735	1115328#	45 Com.	1102673	1878249+	1118303	-	1997008
1950-52	L, LB, LC, LM 110 thru 160	DR	"	"	"	"	"	"	1102732	"	"	-	"
1950-52	L, LB, LC, LM 110 thru 160	DR	"	"	"	"	"	"	1106758	1906911+	1118834	-	"
1953-55	R, RA, RC, RM 110 thru 160	DR	"	"	"	"	"	"	1106758	"	"	-	1997008
1953-55	R, RA, RC, RM 110 thru 160	DR	"	"	"	"	"	"	1100019	1923295+	1118841	-	"

*For Pre-Assembled Set use 1944374.
#If 12 volt use 1115087.
+Two pieces required.
¶Also use adaptor terminals from U-1900 pkg.
§1954-55 Models use 197009.

■ For Regulator Settings See Page 13.

DELCO-REMY SERVICE PARTS

Make & Year	Model	Ignition Parts: Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Gen. & Reg.: Original Generator Number	Brushes	Regulator ■	Switches: Stop Light Switch	Dimmer Switch
IHC TRUCKS (Continued)													
1953-54	R, RA, RC, RM 110 thru 160	DR	1855720*	1900272	820445	824735	1115328#	45 Com.	1100031	1923295+	1118842	-	1997008§
1955-56	S, SA, SC, SM 100 thru 166	DR	"	"	"	"	"	"	1100031	"	"	-	1997009
1955-56	S, SA, SC, SM 100 thru 166	DR	"	"	"	1911597##	"	"	1102005	1932506+	1118839	-	"
1955-56	S, SA, SC, SM 100 thru 166	DR	"	"	"	824735	"	"	1105009	1906931+	1118830	-	"
1957	A, AB, AC, AM 100 thru 166	DR	"	"	1924245	1931512	1115087**	"	1100337	1923295+	1119000	-	1997021

*For Pre-Assembled Set use 1944374.
**User resistance unit 1927809.
§1954-55 Models use 1997009.
#If 12 volt use 1115087
##Suppressor type cap also used on Models R, RA, RC, RM 110 thru 160.
+Two pieces required.

IMPERIAL													
1955	C69 8 Cyl.	AL	A-103P	A-200	A-402	A-303	1115380*	45XL	-	-	-	4770	1997008●
1955	C70 8 Cyl.	AL	"	"	"	"	U-500¶	"	-	-	-	"	"
1956	8 Cyl.	AL	"	"	A-403	A-304	"	R44XLS	GJC7003A	A-700#	A-600	"	"
1957-58	8 Cyl.	AL	"	"	"	"	"	"	GHM6001E	"	"	"	A-800

*Remove resistance unit on car.
#Set of brushes.
¶12 Volt, use resistance unit on car.
●Where necessary use terminals from U-1900 adapter pkg.

KAISER & HENRY J													
1947-50	Kaiser 6 Cyl.	AL	A-104P	A-200	A-401	A-301	1115380	44	GDZ4818A	A-700●	A-601	4766	1997008*
1951	Kaiser 6 Cyl.	AL	"	"	"	"	"	"	GDZ6001F	"	"	"	"
1951	Kaiser 6 Cyl.	DR	1938330	1869704	820445	824735	"	45	1102733	1878249+	1118302	"	"
1952-55	Kaiser 6 Cyl.	DR	"	"	"	"	"	"	1102782	1923295+	1118842	1997913	"
1954-55	Kaiser 6 Cyl.	AL	A-101P	A-200	A-400	A-301	"	"	-	-	-	"	"
1951-52	Henry J 4 & 6 Cyl.	AL	"	"	-	-	"	"	GDZ6001E	A-700●	A-601	"	"
1952-54	Henry J 4 Cyl.	DR	1938330	1869704	820445	811735	1115328	"	1102789	1923295+	1118841	"	"
1952-54	Henry J 6 Cyl.	DR	"	"	"	824735	"	"	1102789	"	"	"	"

*Also use adaptor terminals from U-1900 pkg.
+Two pieces required.
●Set of brushes.

LINCOLN													
1950-51	8 Cyl.	FO	F-101P	F-200	F-401	F-301	1115380	45L	-	-	-	4766	F-800
1952-55	8 Cyl.	FO	F-100P	"	"	"	"	45L¶	-	-	-	"	"
1956	8 Cyl.	FO	"	"	"	"	U-500*	84T	FBG10000A	F-700●	F-600	"	"
1957-58	8 Cyl.	FO	F-102P	F-201	F-400	F-302	"	84TS#	-	-	-	"	U-800

*12 Volt, use resistance unit on car.
●Set of brushes.
¶1955 Models use type 85T.
#1957 Models use type 84T.

■ For Regulator Settings See Page 13.

DELCO-REMY SERVICE PARTS

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
MERCURY													
1949-53	8 Cyl.	FO	F-101P	F-200	F-401	F-301	1115380	45L	FAA10002A	F-700●	F-601	4766	F-800
1954-55	8 Cyl.	FO	F-100P	"	"	"	"	45L#	-	-	-	"	"
1956	8 Cyl.	FO	"	"	"	"	U-500*	85T	FAS10000B	F-700●	F-600	"	"
1957	8 Cyl.	FO	F-102P	F-201	F-400	F-302	"	84T	FGP10002B	"	"	"	U-800
1958	8 Cyl.	FO	"	"	"	"	"	84TS	-	-	-	"	"

*12 Volt, use resistance unit on car. ● Set of brushes. #1955 Models use type 85T.

NASH (See Rambler)													
1948	600	AL	A-107P	A-200	A-401	A-301	1115380	45	GDZ4806A	A-700●	A-601	4765	1997008
1948	Ambassador	AL	A-101P	"	"	"	"	"	GDZ4806A	"	"	"	"
1949-51	600, Statesman	DR	1855720*	1869704	820445	824735	1115328	"	1102702	1878249+	1118302	"	"
1949-50	Ambassador	DR	1938340	"	"	"	1115380	"	1102712	"	"	"	"
1949-50	Ambassador	DR	"	"	"	"	"	"	1102730	"	"	"	"
1951	Ambassador	DR	"	"	"	"	"	"	1102748	"	1118842	"	"
1952-54	Statesman	DR	1855720*	"	"	"	"	45	1102777	1923295+	1118828	"	"
1952-54	Ambassador	DR	1938340	"	"	"	"	45	1102777	"	"	"	"
1955	Statesman	DR	1924571¶	1928111	1924245	1931512	"	45	1102777	"	"	"	"
1955	Amb. 6 Cyl.	DR	1938340	1869704	"	"	"	45	1102777	"	"	"	"
1955	Amb. 8 Cyl.	AL	A-106P	A-200	A-402	A-300	1115380	45L	GGW4801F	A-700●	A-602	"	"
1956	Amb. 6 Cyl.	AL	A-104P	A-200	A-400	A-302	1115043	45	-	-	-	4766	U-800
1956	Statesman	DR	1938330	1869704	1924245	1931512	1115087**	45L	1100323	1923295+	1119122	"	"
1956	Statesman	DR	"	"	"	"	"	"	1102049	"	1119003	"	"
1956	Amb. 8 Cyl.	AL	A-105P	A-200	A-402	A-303	U-500 §	46XL	-	-	-	-	-
1956	Amb. Special 8 Cyl.	DR	1938330	1869704	1917249	1917247	1115087**	45L	1100324	1923295+	1119122	4766	U-800
1956	Amb. Special 8 Cyl.	DR	"	"	"	"	"	"	1103011	"	1119003	"	"
1957	Ambassador	DR	1931988	1932004	1932135	1932018	"	"	1102018	"	"	"	"
1957	Ambassador	DR	"	"	"	"	"	"	1102070	"	1119168	"	"

*For Pre-Assembled Set use 1944374.
§Use with resistance unit now on car.
●Set of brushes.
¶For Pre-Assembled Set use 1944375.
#Use adaptor terminals from U-1900 package.
**Use resistance unit 1927809.
+Two pieces required.

OLDSMOBILE													
1946-48	6 Cyl.	DR	1938330	1869704	820445	824735	1911441*	45	1102664	1878249✶	1118301	1997725	1997008
1946-48	6 Cyl.	DR	"	"	"	"	"	"	1102680	"	"	"	"
1949-50	6 Cyl.	DR	"	"	"	"	1115380	"	1102706	"	1118300	"	"
1946-48	8 Cyl.	DR	"	"	1836893	1837974	1911441	"	1102664	"	1118301	"	"
1946-48	8 Cyl.	DR	"	"	"	"	"	"	1102680	"	"	"	"
1949-50	8 Cyl.	DR	"	"	"	"	"	46-5#	1102707	"	1118300	"	"
1949-50	8 Cyl.	DR	"	"	"	"	"	"	1102704	"	"	"	"
1951	8 Cyl.	DR	"	"	1917249	1917247	1115380	"	"	"	"	"	"
1951	8 Cyl.	DR	"	"	"	"	"	"	1102771	"	1118827	"	"
1952	8 Cyl.	DR	"	"	"	"	"	"	1102780	1923295✶	"	1997915	"
1953-54	8 Cyl.	DR	"	"	"	"	1115087§	"	1102003	"	1119003	1997915+	1997009**

+1953 W/P.B. use 1998030, 1954 W/P.B-HT use 1998098, 1955-56 W/P.B-HT us 1998121.
§Use resistance unit 1923681 for 1953 models, 1954-58 models use unit 1928016.
*1948-49 Models Use 1115380.
**1953 Models use 1997008.
✶Two pieces required.

■ For Regulator Settings See Page 13.

DELCO-REMY SERVICE PARTS

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
OLDSMOBILE (Continued)													
1954-55	8 Cyl.	DR	1938330	1869704	1927393	1917247	1115087§	46-5¶	1102003	1923295✱	1119003	1997915+	1997009**
1956	8 Cyl.	DR	1931988	1932004	1932015	1932018	"	44	"	"	"	"	"
1956	8 Cyl.	DR	"	"	"	"	"	"	1102021	"	"	"	"
1957	8 Cyl.	DR	"	"	"	"	"	"	1102085	1932506✱	"	1997915++	"
1957	8 Cyl.	DR	"	"	"	"	"	"	1102067	"	1119168	"	"
1958	8 Cyl.	DR	"	"	"	"	"	"	1102092	"	"	"	"
1958	8 Cyl.	DR	"	"	"	"	"	"	1102093	"	1119600	"	"

**1953 Models use 1997008.
✱Two pieces required.
++W/P.B. use 1998166.
¶1955 Models use Type 44-5.
§Use resistance unit 1923681 for 1953 Models, 1954-58 Models use unit 1928016.
+1953 W/P.B. use 1998030, 1954 W/P.B-HT use 1998098, 1955-56 W/P.B-HT use 1998121.

PACKARD													
1948-50	8 Cyl.	DR	1938330	1869704	1836893	1837974	1115380	104	1102705	1878249+	1118864	4766	1997008*
1948-50	8 Cyl.	DR	"	"	"	"	"	"	1102715	"	1118846	"	"
1948-50	8 Cyl.	AL	-	A-200	A-402	-	"	"	GDZ4801F,G,T,V	A-700●	A-601	"	"
1948-50	8 Cyl.	AL	-	"	"	-	"	"	GGW6001E	"	"	"	"
1951-52	8 Cyl.	AL	-	"	"	-	"	46-5	GGW6003A	"	A-602	"	"
1951-52	8 Cyl.	DR	1938330	1869704	1836893	1837974	"	"	1102745	1878249+	1118846	"	"
1951-52	8 Cyl.	DR	"	"	"	"	"	"	1102773	"	1118828	"	"
1951-52	8 Cyl.	DR	"	"	"	"	"	"	1102778	1923295+	"	"	"
1953-54	8 Cyl.	DR	"	"	1917249	1917247	"	46-5**	1102022	"	1118953	"	"
1953-54	8 Cyl.	AL	-	A-200	A-402	-	"	"	GGW6003A	A-700●	A-602	"	"
1955-56	8 Cyl.	AL	A-105P	"	"	A-303	U-500§	45L#	GJC7002F	"	A-600	"	"
1955-56	8 Cyl.	DR	1938330	1869704	1917249	1917247	1115087##	45L#	1102022	1923295	1118828	"	"
1955-56	8 Cyl.	DR	"	"	"	"	"	"	1102003	"	1119003	"	"
1957-58	8 Cyl.	DR	"	"	1926099	"	"	46XL	1102003	"	"	"	"

*Also use adaptor terminals from U-1900 pkg.
**1954 Models use type 44-5.
#1956 Models use type 46XL.
##Use resistance unit 1927809.
§Use resistance unit on car.
+Two pieces required.
●Set of brushes

PLYMOUTH													
1946-49	6 Cyl.	AL	A-101P	A-200	A-401	A-301	1115380	46	GDZ4801A,B	A-700●	A-601	4765	1997008#
1946-49	6 Cyl.	AL	"	"	"	"	"	"	GGW6001B	"	A-602	"	"
1949	P18 6 Cyl.	AL	"	"	"	A-300	"	"	GDZ-4801A	"	A-601	"	"
1949	P18 6 Cyl.	AL	"	"	"	"	"	"	GGW6001B	"	A-602	"	"
1950	(IGS-4207B-1 Dist.) 6 Cyl.	AL	"	"	"	A-301	"	"	GGW6001B	"	"	"	"
1950	(IAP-4103A-1 Dist.) 6 Cyl.	AL	"	"	"	A-300	"	"	GGW6001K	"	"	"	"
1950-52	6 Cyl.	AL	A-104P	"	A-400	A-302	"	"	GGW6001K	"	"	"	"
1953-54	6 Cyl.	AL	"	"	"	"	"	"	GGW6001J,K	"	"	4767	"
1953-54	6 Cyl.	AL	"	"	"	"	"	"	GGW6008F,G	"	"	"	"
1955	6 Cyl.	AL	"	"	"	"	"	45	GGW6001J	"	"	4770	"
1955	6 Cyl.	AL	"	"	"	"	"	"	GGW6016A	"	"	"	"
1955	8 Cyl.	AL	A-103P	"	A-402	A-303	"	"	GGW6012B	"	"	"	"
1955	8 Cyl.	AL	"	"	"	"	"	"	GGW6016A	"	"	"	"

#Where necessary use terminals from U-1900 adaptor pkg.
●Set of brushes.

■ For Regulator Settings See Page 13.

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
PLYMOUTH (Continued)													
1956-58	6 Cyl.	AL	A-104P	A-200	A-400	A-302	1115043	46 §	GJC7002A,H	A-700 ●	A-600	4770	1997008*
1956-58	6 Cyl.	AL	"	"	"	"	"	"	GJC7003B	"	"	"	"
1956-58	6 Cyl.	AL	"	"	"	"	"	"	GJC7012A	"	"	"	"
1956	8 Cyl.	AL	A-102P	"	A-403	A-304	U-500¶	"	GJC7001A	"	"	"	"
1956	8 Cyl.	AL	"	"	"	"	"	"	GJC7003B	"	"	"	"
1957-58	8 Cyl.	AL	A-100P	"	"	"	"	R45S##	GJC7001D	"	"	"	A-800
1957-58	8 Cyl.	AL	"	"	"	"	"	"	GJC7012A	"	"	"	"
1957-58	8 Cyl.	AL	"	"	"	"	"	"	GHM6004C	"	"	"	"

*1957-58 Models use A-800.
●Set of brushes.
¶12 Volt, use resistance unit on car.
§1957-58 Models use type R45.
##1958 Models use type R44S.

Make & Year	Model	Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
PONTIAC													
1948	6 Cyl.	DR	1938330	1869704	820445	1911597	1115380	45	1102701	1878249✱	1118301	1997725	1997008
1948	8 Cyl.	DR	"	"	1836893	1837974	"	"	"	"	"	"	"
1948	8 Cyl.	DR	"	"	"	1911566	"	"	1102701	"	"	"	"
1949	6 Cyl.	DR	"	"	820445	1911597	"	"	1102711	"	"	"	"
1949	8 Cyl.	DR	"	"	1836893	1837974	"	"	"	"	"	"	"
1950	6 Cyl.	DR	"	"	820445	824735	"	"	"	"	"	"	"
1950	8 Cyl.	DR	"	"	1836893	1837974	"	"	"	"	"	"	"
1951	6 Cyl.	DR	"	"	820445	824735	"	"	1102750	"	1118300	"	"
1951	8 Cyl.	DR	"	"	1836893	1837974	"	"	1102775	"	1118827	"	"
1952	6 Cyl.	DR	"	"	820445	824735	"	"	1102769	1923295✱	"	"	"
1952	8 Cyl.	DR	"	"	1836893	1837974	"	44-5	"	"	"	"	"
1953	6 Cyl.	DR	"	"	820445	824735	"	"	1102794	"	"	"	1997008
1953	8 Cyl.	DR	"	"	1836893	1837974	"	"	"	"	"	"	"
1954	6 Cyl.	DR	"	"	1924245	1924248	"	44-5*	"	"	"	"	1997009
1955-56	ALL	DR	"	"	1927393	1917247	1115087§	46	1100304	"	1119000	1997923#	"
1956	ALL	DR	"	"	"	"	"	"	1102052	"	1119168	1998142	"
1957	ALL	DR	1931988	1932004	1932015	1932018	1115087¶	45	1100304	"	1119000	"	"
1957	ALL	DR	"	"	"	"	"	"	1102073	"	1119168	"	"
1958	ALL	DR	"	"	"	"	1115087+	"	1102107	"	1119003	-	1997023
1958	ALL	DR	"	"	"	"	"	"	1102104	1932506✱	1119602	-	"

§Use with resistance unit 1927809.
#1955 W/P.B. use 1998104.
¶Use with resistance unit 1935134.
+Use with resistance unit 1940096.
*1956 use 46.
✱Two pieces required.

Make & Year	Model	Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
RAMBLER													
1950-51	ALL	DR	1855720*	1869704	820445	824735	1115328	45	1102730	1878249✱	1118302	4765	1997008+
1950-51	ALL	DR	"	"	"	"	"	"	1102748	"	1118842	"	"
1952	ALL	DR	"	"	"	"	"	45L	1102776	1923295✱	1118841	"	"
1953-55	ALL	DR	"	"	"	"	"	"	1100021	"	"	"	"

*For Pre-Assembled set use 1944374.
+Also use adaptor terminals from U-1900 pkg.
✱Two pieces required.

■ For Regulator Settings See Page 13.

DELCO-REMY SERVICE PARTS

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
RAMBLER (Continued)													
1956	ALL	DR	1938330	1869704	1924245	1931512	1115087§	45L	1100323	1923295✱	1119122	4766	U-800
1956	ALL	DR	"	"	"	"	"	"	1102049	"	1119003	"	"
1957-58	ALL 6 Cyl.	DR	"	"	"	"	"	"	1100304	"	1119122	4766¶	U-800¶
1957-58	ALL 6 Cyl.	DR	"	"	"	"	"	"	1102018	"	1119003	"	"
1957-58	ALL 8 Cyl.	DR	1931988	1932004	1932135	1932018	"	"	1100304	"	1119122	"	"
1957-58	ALL 8 Cyl.	DR	"	"	"	"	"	"	1102018	"	1119003	"	"
1958	ALL 8 Cyl.	DR	"	"	"	"	"	"	1102070	"	1119168	-	-

✱Two pieces required. §Use with resistance unit 1927809. ¶1957 Models only.

STUDEBAKER PASSENGER													
1948-50	6 Cyl.	AL	A-107P	A-200	A-401	A-301	1115380	44	GDZ4804A	A-700●	A-601	4766	1997008*
1948-49	6 Cyl.	AL	"	"	"	"	"	"	GDZ4805A	"	"	"	"
1950	(Dist. IAT 4001) 6 Cyl.	AL	A-101P	"	-	-	"	"	GDZ6001A	"	"	"	"
1950	6 Cyl.	DR	1938330	1869704	820445	824735	"	"	1102728	1878249✱	1118302	"	"
1951	6 Cyl.	AL	A-101P	A-200	A-400	A-302	"	"	GDZ6001A	A-700●	A-601	"	"
1951	6 Cyl.	AL	"	"	"	"	"	"	GDZ4804A	"	"	"	"
1951	8 Cyl.	DR	1938330	1869704	1917249	1917247	"	45L	1102700	1878249✱	1118842	"	"
1952-55	6 Cyl.	AL	A-101P	A-200	A-400	A-302	"	44	GGW4801A,C,E	A-700●	A-602	"	1997009§
1952	8 Cyl.	DR	1938330	1869704	1917249	1917247	"	45L	1102778	1923295✱	1118828	"	"
1953-55	8 Cyl.	DR	"	"	1926099	"	"	"	"	"	"	"	"
1956-58	6 Cyl.	AL	A-101P	A-200	A-400	A-302	1115043	44	-	-	-	-	-
1956	(Golden Hawk) 8 Cyl.	AL	A-105P	"	A-402	A-303	U-500#	46XL	-	-	-	-	-
1956-58	8 Cyl.	DR	1938330	1869704	1926099	1917247	1115008+	45L¶	1102003	1923295✱	1119003	4766	1997009

#Use with resistance unit now on car.
+Use with resistance unit 1927809 for 1956, with unit 1931614 for 1957-58.
●Set of brushes.

¶1958 Models use 45-LS.
*Also use adaptor terminals from U-1900 pkg.

§1952-53 Use 1997008.
✱Two pieces required.

STUDEBAKER TRUCK													
1946-48	(IGC 4802 Dist.) M16, M17	AL	A-107P	A-200	A-401	A-301	1115380		GDZ4805A	A-700●	A-601	-	-
1947-48	M5, M15	AL	"	"	"	"	"		GDZ4804A	"	"	-	-
1949-50	(IGC 4805 Dist.) R5, R15	AL	"	"	"	"	"		GDZ6001A	"	"	-	-
1949-50	(IAT 4001 Dist.) R5, R15	AL	A-101P	"	-	-	"		GDZ4805A	"	A-601	-	-
1950	Commander	DR	1938330	1869704	820445	824735	"		1102728	1878249+	1118302	-	-
1950	Commander	DR	"	"	"	"	"		1105891	1906917+	1118314	-	-
1951-53	R5, R15	AL	A-107P	A-200	A-400	A-302	"		GDZ6001A	A-700●	A-601	-	-
1954-55	Champion	AL	"	"	"	"	"		GGW4801A,C,E	"	A-602	-	-
1951-53	Commander	DR	1938330	1869704	820445	824735	"		1102753	1906917+	1118842	-	-
1951-53	Commander	DR	"	"	"	"	"		1105893	1906931+	1118830	-	-
1952-53	Commander	DR	"	"	"	"	"		1102787	1923295+	1118828	-	-
1954-55	(1110220 Dist.) Commander	DR	"	"	"	"	"		1102787	"	"	-	-
1954-55	(1110839 Dist.) Commander	DR	"	"	1926099	1917247	"		1105013	1906931+	1118830	-	-
1954-55	(1110869 Dist.) Commander	DR	"	"	"	"	"		1102778	1923295+	1118828	-	-
1956-57	Champion	AL	A-107P	A-200	A-400	A-302	1115043		-	-	-	-	-
1956-58	Commander	DR	1938330	1869704	820445	824735	1115380		1102065	1923295+	1119003	-	-
1956-58	Commander	DR	"	"	1926099	1917247	1115087#		1102003	"	"	-	-

For correct Spark Plug application see "AC" Specification Chart. ●Set of brushes +Two pieces required. #Use resistance unit now on car.

■ For Regulator Settings See Page 13.

Make & Year	Model	Ignition Parts							Gen. & Reg.			Switches	
		Mfr.	Contact Set	Condenser	Rotor	Cap	Ignition Coil	Spark Plug Type (AC)	Original Generator Number	Brushes	Regulator ■	Stop Light Switch	Dimmer Switch
WILLYS													
1945-57	4 Cyl.	AL	A-107P*	A-200*	-	-	1115380	45	-	-	-	4766+	1997008++
1950-57	4 Cyl.	AL	A-101P§	A-200§	-	-	"	"	-	-	-	"	"
1948-51	6 Cyl.	AL	A-107P¶	A-200¶	A-401	A-301	"	"	-	-	-	"	"
1950-53	6 Cyl.	AL	A-101P§	A-200§	-	-	"	"	-	-	-	"	"
1953-57	6 Cyl.	AL	"	"	A-400#	A-302#	"	"	-	-	-	"	"

*For IAD, IAY series Dist. only.
#For IAT 4017A - IAT 4205A - IAT 4206B Dist. only.
§For IAT series Dist. only.
+1955-57 Models use 4765.
¶For IGC series Dist. only.
++Use terminals pkg. U-1900 as necessary.

IMPORTANT

Delco-Remy Generator Regulators should be used only in combination with Generators listed in the Parts Application Section of this Chart.

The Generator and Generator Regulator combinations listed are the most popular units found on the respective vehicles.

A variety of Optional Generator and Generator Regulator combinations are used for which vehicle manufacturers specifications should be followed when servicing or replacing units other than those listed herein.

■ For Regulator Settings See Page 13.

DELCO-REMY SERVICE PARTS—SUGGESTED LIST PRICES

THE PRICES SET FORTH IN THIS BULLETIN ARE INTENDED SOLELY AS SUGGESTED PRICES AND ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Part Number	% of Registration Coverage	List Price
CONTACT SETS		
A100P	1.8	$ 2.00
F 100P	8.1	1.65
A101P	6.6	2.00
F 101P	12.3	1.65
A102P	1.2	2.10
F 102P	3.8	1.65
A103P	3.1	4.00
A104P	8.2	2.10
A105P	.1	2.10
A106P	.2	4.20
A107P	.9	2.00
1855720	10.3	1.57
1882391	2.0	1.57
1924571	8.7	1.85
1931988	5.3	2.75
1938330	16.6	2.25
1938340	6.8	2.25
1944374	*10.3	2.00
1944375	** 8.7	2.25
*Pre-Assembled Set for 1855720		
**Pre-Assembled Set for 1924571		
CONDENSERS		
A200	22.9	1.00
F 200	17.0	1.00
F 201	3.8	1.00
1869704	41.3	.92
1900272	(t)	1.60
1928111	8.7	.92
1932004	5.3	.92
ROTOR		
A400	8.5	.75
F400	3.8	.80
A401	6.0	.95
F 401	20.4	.80
A402	3.9	.95
A403	2.8	.95
820445	13.3	.65
1836893	7.3	.80
1912768	2.0	1.65

Part Number	% of Registration Coverage	List Price
ROTOR (Cont'd.)		
1917249	8.0	$ 1.05
1924245	9.1	.65
1926099	1.0	1.20
1927393	6.4	.75
1931482	(t)	.65
1932015	5.4	1.30
1932135	1.0	1.85
DISTRIBUTOR CAP		
A300	1.5	2.85
F 300	2.7	2.85
A301	4.0	2.35
F301	16.9	2.95
A302	9.2	2.35
F 302	3.8	2.95
A303	3.2	2.95
A304	3.3	2.95
811735	(a)	3.85
824735	13.3	2.20
1837974	8.4	3.65
1911566	1.0	5.95
1911597	(a)	5.25
1917247	16.9	3.95
1924248	8.5	2.20
1931512	(a)	2.15
1932018	6.2	3.45
IGNITION COIL		
U500	11.3	7.75
1115043	.9	8.50
1115087	24.2	7.75
1115328	2.0	7.25
1115380	61.6	7.75
1910405	(a)	6.75
1911441	(a)	6.75
1915430	(a)	6.75
RESISTANCE UNITS		
1923681		1.85
1927809		1.55

Part Number	% of Registration Coverage	List Price
RESISTANCE UNITS (Cont'd.)		
1928016		$ 1.55
1931614		1.55
1935134		1.55
1940096		1.55
GENERATOR REGULATORS		
A600	3.7	13.20*
F 600	7.5	13.20*
A601	4.6	13.20*
F 601	16.7	13.20*
A602	11.9	13.20*
1118300	3.0	13.20*
1118301	12.7	13.20*
1118302	2.0	13.20*
1118729	1.0	13.20*
1118827	7.7	13.20*
1118828	1.0	13.20*
1118831	(a)	14.25*
1118841	(a)	13.20*
1118842	1.0	14.25*
1118845	1.0	13.20*
1118872	(a)	15.40*
1118953	(a)	14.20*
1119000	13.3	13.20*
1119003	9.6	13.20*
1119004	(a)	14.25*
1119122	(a)	13.20*
1119163	(a)	22.50*
1119168	2.0	13.20*
1119600	(b)	14.70*
1119601	(b)	14.70*
1119602	(b)	14.70*
* $.75 refund allowed for return of replaced Regulator		
GENERATOR BRUSH SETS		
A700	21.3	1.00
F 700	24.2	.86
1878249*	19.8	.40
1906911*	(t)	1.60
1906931*	(t)	.55
1906953*	(t)	.85

Part Number	% of Registration Coverage	List Price
GENERATOR BRUSH SETS (Cont'd.)		
1933295*	22.4	$ .40
1932506*	10.1	.43
* 1 Brush only, 2 required		
DIMMER SWITCHES (Cont'd.)		
A800	1.4	1.85
F 800	20.2	1.95
U800	4.7	1.95
1995023	(a)	4.95
1997008	63.9	1.85
1997009	(a)	1.85
1997021	5.9	1.85
1997023	3.5	1.85
STOP LIGHT SWITCH		
4765	11.0	.95
4766	37.5	.95
4767	3.5	1.10
4769	1.5	1.05
4770	5.1	1.15
1997725	6.4	1.00
1997901	7.2	1.45
1997913	8.6	1.45
1997915	3.6	1.60
1997921	(a)	1.60
1997922	(a)	1.60
1997923	2.4	1.40
1998030	(a)	1.60
1998098	(a)	1.60
1998104	(a)	1.60
1998106	9.2	1.40
1998121	(a)	1.60
1998142	(a)	1.40
1998145	(a)	1.40
1998166	(a)	1.60
1998192	(a)	1.40
1998196	(a)	1.45
TERMINAL PACKAGE (12 Pcs. Adaptor Terminals for Dimmer Switches)		
U1900	-	.36

(a) Part numbers shown that are relatively slow moving items. Order as required.

(b) 1958 Applications only.

(t) Truck Applications only.

Delco-Remy®

GM GENERAL MOTORS U-M-S PARTS SALES

UNITED MOTORS SYSTEM

JULY, 1958—A-1005