1935 Service Information and Adjustments

<table>
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<tr>
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<th>Terraplane</th>
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<th>Hudson</th>
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<tr>
<td></td>
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<td>De Luxe</td>
<td>Six</td>
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<td>Starting Engine No. (All Plants)</td>
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**FRONT AXLE**

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<tr>
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<tr>
<td>Caster (Actual on Car)</td>
<td>3¼º to 3¾º</td>
<td>3¼º to 3¾º</td>
<td>4º - 4½º</td>
<td>4º - 4½º</td>
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<tr>
<td>Max. Variation-Right and Left Ends</td>
<td>½º</td>
<td>½º</td>
<td>½º</td>
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<td>Camber</td>
<td>1º - 1½º</td>
<td>1º - 1½º</td>
<td>1º - 1½º</td>
<td>1º - 1½º</td>
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<tr>
<td>Toe-in</td>
<td>0 - 1/8&quot;</td>
<td>0 - 1/8&quot;</td>
<td>0 - 1/8&quot;</td>
<td>0 - 1/8&quot;</td>
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<tr>
<td>Spindle Pin Inclination (Angle with Spring Pad)</td>
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<td>7º</td>
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<td>Transverse</td>
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<td>.001&quot; - .003&quot;</td>
<td>.001&quot; - .003&quot;</td>
<td>.001&quot; - .003&quot;</td>
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<td>Tie Rod Adjustment</td>
<td>Screw</td>
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<tr>
<td>To Adjust Tie Rod</td>
<td>Lengthen</td>
<td>Lengthen</td>
<td>Lengthen</td>
<td>Lengthen</td>
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<tr>
<td>Turn Clockwise - To (As seen from right)</td>
<td>Shorten</td>
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**REAR AXLE**

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<tr>
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<td>Shim</td>
<td>Shim</td>
<td>Shim</td>
<td>Shim</td>
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<tr>
<td>End Play</td>
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<td>.000&quot; - .001&quot;</td>
<td>.000&quot; - .001&quot;</td>
<td>.000&quot; - .001&quot;</td>
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<td>.004&quot; - .010&quot;</td>
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<td>Hudson Six</td>
<td>Hudson Special and De Luxe</td>
<td>Hudson Custom</td>
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<td>Thickness</td>
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<td>5/32”</td>
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<td>Length per Wheel</td>
<td>19-3/16”</td>
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<td>Pieces per Wheel</td>
<td>2</td>
<td>2</td>
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</table>

**Adjustments:**
- Anchor Pin - Movable: Radially
- Upper Shoe: Eccentric
- Lower Shoe: Screw

- Anchor Pin End of Shoes: .010"
- Adj. Screw End of Shoes: .010"
- Max. Variation per Shoe: .003"

**CLUTCH**

- Type - Single Disc in Oil: Yes
- Facing: Cork
- No. Inserts (Cork): 90
- Pilot Bearing: Ball
- Throwout Bearing: Ball

**Lubrication:**
- Housing - Type: Hudsonite
- Quantity: 1/3 Pint
- Location of Filler: Front of Flywheel
- Throwout Bearing Quantity: 1 oz.
- Type of Fitting: Zerk
- Location of Fitting: Right Bell

**ELECTRICAL EQUIPMENT**

- **Coil (Ignition):**
  - Make (Autolite): IG-4616*
  - Location: Instrument Panel

- **Distributor (Ignition):**
  - Make - Autolite: IGB-4301A**
  - Drive: Camshaft
  - Advance: Automatic
  - Breaker Point Gap: .020" D. C.
  - Timing: D. C.
  - Firing Order: 1-5-3-6-2-4
  - Lubrication: Light Motor Oil
  - Quantity: Fill Cup

* IG-4311 – 1935 Terraplane Commercial
** IGB-4301A – 1935 Terraplane to Eng. #128077, 1935 Hudson 6 to Eng. #73791; IGP-4001A – 1935 Hudson 8 to Eng. #65247
IGB-4301B – 1935 Terraplane after Eng. #128077, 1935 Hudson 6 after Eng. #73791; IGP-4001B – 1935 Hudson 8 after Eng. #65247

(2)
## Electrical Equipment (Cont’d)

### Generator:
- **Make** – Autolite
  - Make – Autolite
  - Drive
    - GBk-4601-2*
    - V-Belt
  - Generator
    - GBK-4602-1
    - V-Belt

### Belt Adjustment
- **Make** – Autolite
  - Drive
    - GBK-4602-1
    - V-Belt
  - Generator
    - GBK-4602-1
    - V-Belt

### Regulation - Internal
- **Voltage** - None
  - Voltage Regulator

### Regulation - External
- **Voltage** - None
  - Voltage Regulator

### Charging Rate
- **Cold** – 17 Amps
  - 22 Amps
  - 22 Amps
  - 22 Amps
  - 22 Amps
- **Hot** – 13 Amps
  - 17 Amps
  - 17 Amps
  - 17 Amps
  - 17 Amps

### Lubrication
- **Motor Oil**
  - 2 Drops
  - 2 Drops
  - 2 Drops
  - 2 Drops
  - 2 Drops

---

### Lamps:

<table>
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<tr>
<th></th>
<th>Terraplane Special</th>
<th>Terraplane De Luxe</th>
<th>Hudson Six</th>
<th>Hudson Special and De Luxe</th>
<th>Hudson Custom</th>
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<tr>
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<td><strong>Contact</strong></td>
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<td>Single – S; Double - D</td>
<td>Single – S; Double - D</td>
<td>Single – S; Double - D</td>
<td>Single – S; Double - D</td>
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<td>21-32 (D)</td>
<td>21-32 (D)</td>
<td>21-32 (D)</td>
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<td>3 (S)</td>
<td>3 (S)</td>
<td>3 (S)</td>
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<td>3 (D)</td>
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<td>2-21 (D)</td>
<td>2-21 (D)</td>
<td>2-21 (D)</td>
<td>2-21 (D)</td>
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<tr>
<td><strong>Dome</strong></td>
<td>15 (S)</td>
<td>15 (S)</td>
<td>15 (S)</td>
<td>15 (S)</td>
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<td><strong>Fuse</strong></td>
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<td><strong>Lit Lamp Circuit</strong></td>
<td>7½ Amps</td>
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<td><strong>Generator Regulator</strong></td>
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### Spark Plugs:
- **Size** – 14 m.m.
  - 14 m.m.
  - 14 m.m.
  - 14 m.m.
  - 14 m.m.
- **Gap** – .022"
  - .022"
  - .022"
  - .022"
  - .022"

### Starting Motor:
- **Make** – Autolite
  - MAB-4060¹
  - MAB-4061¹
  - MAB-4061¹
  - MAB-4061²
- **Drive**
  - Bendix
  - Bendix
  - Bendix
  - Bendix
- **Control**
  - Solenoid
  - Solenoid
  - Solenoid
  - Solenoid
- **Lubrication**
  - Motor Oil
  - Motor Oil
  - Motor Oil
  - Motor Oil
- **Quantity (Each Bearing)**
  - 2 Drops
  - 2 Drops
  - 2 Drops
  - 2 Drops

---

1. MAB-4060 – 1935 Terraplane to Eng. #143134, 1935 Hudson 6 to Eng. #76665
2. MAB-4061 – 1935 Hudson 8 to Eng. #63836; MAB-4075 1935 Hudson 8 after Eng. #63836
3. MAB-4074 – 1935 Terraplane after Eng. #143134; 1935 Hudson 6 after Eng. #76665

### Battery:
- **Make**
  - National
  - National
  - National
  - Exide
  - Exide
- **No. Plates**
  - 17
  - 17
  - 17
  - 19
  - 19
- **Capacity**
  - 105 Amp. Hrs.
  - 105 Amp. Hrs.
  - 105 Amp. Hrs.
  - 125 Amp. Hrs.
  - 125 Amp Hrs.
- **Dimensions - Length**
  - 10-9/16"
  - 10-9/16"
  - 10-9/16"
  - 11-13/16"
  - 11-13/16"
- **Width**
  - 6¼"
  - 6¼"
  - 6¼"
  - 6¼"
  - 6¼"
- **Height (Overall)**
  - 7-13/16"
  - 7-13/16"
  - 7-13/16"
  - 7-11/16"
  - 7-11/16"
- **Terminal Grounded**
  - Positive
  - Positive
  - Positive
  - Positive
  - Positive

---

(3)
<table>
<thead>
<tr>
<th></th>
<th>Terraplane Special</th>
<th>Terraplane De Luxe</th>
<th>Hudson Six</th>
<th>Hudson Special and De Luxe</th>
<th>Hudson Custom</th>
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<tr>
<td><strong>Number of Cylinders</strong></td>
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<td>Vertical</td>
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<tr>
<td><strong>Bore</strong></td>
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<tr>
<td><strong>Stroke</strong></td>
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<td>5”</td>
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<td>4 1/2”</td>
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<td>21.6</td>
<td>21.6</td>
<td>28.8</td>
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</tr>
</tbody>
</table>

**Actual Horse Power:**
- **Standard Compression:**
  - Terraplane Special: 88 @ 3800
  - Terraplane De Luxe: 88 @ 3800
  - Hudson Six: 93 @ 3800
  - Hudson Special and De Luxe: 113 @ 3800
  - Hudson Custom: 113 @ 3800
- **High Compression:**
  - Terraplane Special: 100 @ 3600
  - Terraplane De Luxe: 100 @ 3600
  - Hudson Six: 100 @ 3800
  - Hudson Special and De Luxe: 124 @ 3800
  - Hudson Custom: 124 @ 3800

**Compression Ratio:**
- **Standard:**
  - Terraplane Special: 6.00
  - Terraplane De Luxe: 6.00
  - Hudson Six: 6.25
  - Hudson Special and De Luxe: 6.00
  - Hudson Custom: 6.00
- **Optional:**
  - Terraplane Special: 7.00
  - Terraplane De Luxe: 7.00
  - Hudson Six: 7.00
  - Hudson Special and De Luxe: 7.00
  - Hudson Custom: 7.00

**Firing Order:**
- Terraplane Special: 1-5-3-6-2-4
- Terraplane De Luxe: 1-5-3-6-2-4
- Hudson Six: 1-5-3-6-2-4
- Hudson Special and De Luxe: 1-6-2-5-8-3-7-4
- Hudson Custom: 1-6-2-5-8-3-7-4

**Engine Mounting:**
- Terraplane Special: Rubber
- Terraplane De Luxe: Rubber
- Hudson Six: Rubber
- Hudson Special and De Luxe: Rubber
- Hudson Custom: Rubber

**Camshaft:**
- **Drive:**
  - Terraplane Special: Gear
  - Terraplane De Luxe: Gear
  - Hudson Six: Gear
  - Hudson Special and De Luxe: Gear
  - Hudson Custom: Gear
- **Number of Teeth:**
  - Terraplane Special: 56
  - Terraplane De Luxe: 56
  - Hudson Six: 56
  - Hudson Special and De Luxe: 56
  - Hudson Custom: 56
- **- Camshaft Gear:**
- **- Crankshaft Gear:**
  - Terraplane Special: 28
  - Terraplane De Luxe: 28
  - Hudson Six: 28
  - Hudson Special and De Luxe: 28
  - Hudson Custom: 28
- **Timing Indicated by Marks on:**
  - Terraplane Special: Gears
  - Terraplane De Luxe: Gears
  - Hudson Six: Gears
  - Hudson Special and De Luxe: Gears
  - Hudson Custom: Gears

**Camshaft Bearings:**
- **Diameter and Length:**
  - No. 1: 2x1-3/16”
  - No. 2: 1-31/32x1-1/16”
  - No. 3: ½x15/16”
  - No. 4: 1-15/16 x 1”
  - No. 5: 1½ x 1½”
  - Radial Clearance: 0.0015”
  - End Play Prevented by: Spring
- **Material:**
  - Terraplane Special: D. F. Steel
  - Terraplane De Luxe: D. F. Steel
  - Hudson Six: D. F. Steel
  - Hudson Special and De Luxe: D. F. Steel
  - Hudson Custom: D. F. Steel

**Connecting Rods:**
- **Material:**
  - Terraplane Special: Spun Babbitt
  - Terraplane De Luxe: Spun Babbitt
  - Hudson Six: Spun Babbitt
  - Hudson Special and De Luxe: Spun Babbitt
  - Hudson Custom: Spun Babbitt

**Upper End Bearing:**
- **Diameter:**
  - Terraplane Special: ¾”
  - Terraplane De Luxe: ¾”
  - Hudson Six: ¾”
  - Hudson Special and De Luxe: ¾”
  - Hudson Custom: ¾”
- **Length:**
  - Terraplane Special: 15/16”
  - Terraplane De Luxe: 15/16”
  - Hudson Six: 15/16”
  - Hudson Special and De Luxe: 15/16”
  - Hudson Custom: 15/16”
- **Radial Clearance:**
  - Terraplane Special: 0.003”
  - Terraplane De Luxe: 0.003”
  - Hudson Six: 0.003”
  - Hudson Special and De Luxe: 0.003”
  - Hudson Custom: 0.003”
- **Material:**
  - Terraplane Special: Bronze
  - Terraplane De Luxe: Bronze
  - Hudson Six: Bronze
  - Hudson Special and De Luxe: Bronze
  - Hudson Custom: Bronze
### Engine - (Cont'd)

#### Cooling System:

<table>
<thead>
<tr>
<th></th>
<th>Terraplane Special</th>
<th>Terraplane De Luxe</th>
<th>Hudson Six</th>
<th>Hudson Special and De Luxe</th>
<th>Hudson Custom</th>
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<tbody>
<tr>
<td><strong>Circulation by</strong></td>
<td>Pump</td>
<td>Pump</td>
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<td><strong>Temperature Control</strong></td>
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<td><strong>Capacity (Gallons)</strong></td>
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<td>4½</td>
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<td><strong>Upper Rad. Hose - Length</strong></td>
<td>9&quot;</td>
<td>9&quot;</td>
<td>3¾&quot;</td>
<td>7-5/8&quot;</td>
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<td>1-9/16&quot;</td>
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<td>1-9/16&quot;</td>
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<td><strong>Lower Rad. Hose - Length</strong></td>
<td>9&quot;</td>
<td>9&quot;</td>
<td>3¾&quot;</td>
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<td>1-9/16&quot;</td>
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<td><strong>Pump Drive</strong></td>
<td>V-Belt</td>
<td>V-Belt</td>
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<td><strong>Fan Drive</strong></td>
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<td><strong>Pump Bearing Type</strong></td>
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#### Crankshaft:

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<tr>
<td><strong>Type</strong></td>
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<td><strong>Number of Bearings</strong></td>
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<td><strong>Bearing Diameter and Length</strong></td>
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<tr>
<td>No. 1</td>
<td>2 11/32x1-5/8&quot;</td>
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<td>No. 2</td>
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<td><strong>End Play Taken by Bearing No.</strong></td>
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<td><strong>Bearing End Play</strong></td>
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<td>.006&quot;-.012&quot;</td>
<td>.006&quot;-.012&quot;</td>
<td>.006&quot;-.012&quot;</td>
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#### Fuel System:

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<tr>
<td><strong>Carburetor - Make</strong></td>
<td>Carter</td>
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<td><strong>Heat Control</strong></td>
<td>Automatic</td>
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<td><strong>Choke Control</strong></td>
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<td><strong>Fuel Delivered by</strong></td>
<td>Pump</td>
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<td><strong>Pump Drive from Camshaft by</strong></td>
<td>Cam</td>
<td>Cam</td>
<td>Cam</td>
<td>Cam</td>
<td>Cam</td>
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<tr>
<td><strong>Air Cleaner and Silencer</strong></td>
<td>A. C.</td>
<td>A. C.</td>
<td>A. C.</td>
<td>A. C.</td>
<td>A. C.</td>
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<td><strong>Gasoline Tank Capacity (Gal.)</strong></td>
<td>11</td>
<td>15½</td>
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### ENGINE - (Cont'd)

#### Lubrication System:

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<tr>
<td><strong>Type - Hudson Duoflo Automatic</strong></td>
<td>Yes</td>
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<td><strong>Pump Type</strong></td>
<td>Oscillating Plunger</td>
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<td><strong>Oil Cooling</strong></td>
<td>Baffles in Reservoir</td>
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<td>Baffles in Reservoir</td>
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<td><strong>Oil Filter</strong></td>
<td>Screen</td>
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<td><strong>Screen Mesh</strong></td>
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<td><strong>Capacity – Total (Quarts)</strong></td>
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<td><strong>- Reservoir (Quarts)</strong></td>
<td>5 Quarts</td>
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#### Pistons:

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<tr>
<td><strong>Type</strong></td>
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<tr>
<td><strong>Material</strong></td>
<td>Lo-Ex Alum. Alloy</td>
<td>Lo-Ex Alum. Alloy</td>
<td>Lo-Ex Alum</td>
<td>Lo-Ex. Alum</td>
<td>Lo-Ex. Alum</td>
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<tr>
<td><strong>Weight (Oz.)</strong></td>
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<td>10.5</td>
<td>10.5</td>
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<td><strong>Length</strong></td>
<td>3-3/16”</td>
<td>3-3/16”</td>
<td>3-3/16”</td>
<td>3-3/16”</td>
<td>3-3/16”</td>
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<tr>
<td><strong>Pin Center to Top</strong></td>
<td>1-11/16”</td>
<td>1-11/16”</td>
<td>1-11/16”</td>
<td>1-11/16”</td>
<td>1-11/16”</td>
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<tr>
<td><strong>Clearance</strong></td>
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<td>.001”</td>
<td>.001”</td>
<td>.001”</td>
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<td><strong>Skirt</strong></td>
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<td>.016”</td>
<td>.016”</td>
<td>.016”</td>
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<td><strong>Top of Piston</strong></td>
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<td>.5/32”</td>
<td>.5/32”</td>
<td>.5/32”</td>
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<tr>
<td><strong>Piston Pin Hole – Size</strong></td>
<td>¾”</td>
<td>¾”</td>
<td>¾”</td>
<td>¾”</td>
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<tr>
<td><strong>Finish</strong></td>
<td>Diamond Bore</td>
<td>Diamond Bore</td>
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#### Piston Pin:

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<td>Snap Rings</td>
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<tr>
<td><strong>Diameter</strong></td>
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<td>¾”</td>
<td>¾”</td>
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<td><strong>Fit in Piston (at 200°F.)</strong></td>
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<tr>
<td><strong>Material</strong></td>
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<td>Straight Cut</td>
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<td>.009-.011”</td>
<td>.009-.011”</td>
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<td><strong>Gap</strong></td>
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### Engine (cont)

#### Valves and Tappets:

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<td>1-3/8”</td>
<td>1-3/8”</td>
<td>1-3/8”</td>
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<td>1¼”</td>
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<td>Stem Diameter</td>
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<td>Exhaust Valve – Material</td>
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<td>Head – Outside Diameter</td>
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<td>1-3/8”</td>
<td>1-3/8”</td>
<td>1-3/8”</td>
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<td>1¼”</td>
<td>1¼”</td>
<td>1¼”</td>
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<td>Valve Stem Guides</td>
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<td>Valve Spring Pressure</td>
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#### Springs

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<td>Material</td>
<td>Semi-Elliptic</td>
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<td>Chrome Vanadium Steel</td>
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<td>No. of Leaves</td>
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<td>Shackle Location</td>
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#### Steering Gear

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