SUN AM Werkplaatsgegevens Personenauto's

25 Jaar

Amerikaanse

Het overzichtelijke boek met afstel gegevens voor automobiel en electro-werkplaatsen, service station en diagnose centra

- eenvoudig opgesteld
- overzichtelijk gerangschikt
- onovertroffen in volledigheid
- afwasbaar
- ieder jaar geheel bijgewerkt

De AM werkplaatsgegevens verschijnen jaarlijks ook in de volgende talen: Spaans, Frans, Duits, Italiaans en Engels.

De AM werkplaatsgegevens zijn naast deze personenauto uitgave ook leverbaar voor vracht en bestelwagens.

Exemplaren van oudere jaargangen zijn leverbaar zolang de voorraad strekt.

Ondanks de zeer zorgvuldige samenstelling en kontrôle kunnen wij geen garantie geven op de juistheid van de getallen.

Wanneer u zich op de AM werkplaats gegevens abonneert, krijgt u elk jaar de nieuw bijgewerkte uitgave toegezonden.

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Ing. HTL J. Pfyl

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Ingenieursbureau TITASCO BV
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tel. 02940–13751

België
TITASCO België
Gallifortlei 231
2100 Deurne
tel. 031–244219

Omrekentabel van Inche's (duimen) naar millimeter

inch		0"	1"	2"	3"	4"	5"	6"	7"	8"	9"	10"
	–	–	25,40	50,80	76,20	101,6	127,0	152,4	177,8	203,2	228,6	254,0
1/64	0,0155625	0,397	25,80	51,20	76,60	102,0	127,4	152,8	178,2	203,6	229,0	254,4
1/32	0,03125	0,794	26,19	51,59	76,99	102,4	127,8	153,2	178,6	204,0	229,4	254,8
3/64	0,046875	1,191	26,59	51,99	77,39	102,8	128,2	153,6	179,0	204,4	229,8	255,2
1/16	0,0625	1,588	26,99	52,39	77,79	103,2	128,6	154,0	179,4	204,8	230,2	255,6
5/64	0,078125	1,984	27,38	52,78	78,18	103,6	129,0	154,4	179,8	205,2	230,6	256,0
3/32	0,09375	2,381	27,78	53,18	78,58	104,0	129,4	154,8	180,2	205,6	231,0	256,4
7/64	0,109375	2,778	28,18	53,58	78,98	104,4	129,8	155,2	180,6	206,0	231,4	256,8
1/8	0,125	3,175	28,58	53,98	79,38	104,8	130,2	155,6	181,0	206,4	231,8	257,2
9/64	0,140625	3,572	28,97	54,37	79,77	105,2	130,6	156,0	181,4	206,8	232,2	257,6
5/32	0,15625	3,969	29,37	54,77	80,17	105,6	131,0	156,4	181,8	207,2	232,6	258,0
11/64	0,171875	4,366	29,77	55,17	80,57	106,0	131,4	156,8	182,2	207,6	233,0	258,4
3/16	0,1875	4,763	30,16	55,56	80,96	106,4	131,8	157,2	182,6	208,0	233,4	258,8
13/64	0,203125	5,159	30,56	55,96	81,36	106,8	132,2	157,6	183,0	208,4	233,8	259,2
7/32	0,21875	5,556	30,96	56,36	81,76	107,2	132,6	158,0	183,4	208,8	234,2	259,6
15/64	0,234375	5,953	31,35	56,75	82,15	107,6	133,0	158,4	183,8	209,2	234,6	260,0
1/4	0,25	6,350	31,75	57,15	82,55	108,0	133,4	158,8	184,2	209,6	235,0	260,4
17/64	0,265625	6,747	32,15	57,55	82,95	108,3	133,7	159,1	184,5	209,9	235,3	260,7
9/32	0,28125	7,144	32,54	57,94	83,34	108,7	134,1	159,5	184,9	210,3	235,7	261,1
19/64	0,296875	7,541	32,94	58,34	83,74	109,1	134,5	159,9	185,3	210,7	236,1	261,5
5/16	0,3125	7,939	33,34	58,74	84,14	109,5	134,9	160,3	185,7	211,1	236,5	261,9
21/64	0,328125	8,334	33,73	59,13	84,53	109,9	135,3	160,7	186,1	211,5	236,9	262,3
11/32	0,34375	8,731	34,13	59,53	84,93	110,3	135,7	161,1	186,5	211,9	237,3	262,7
23/64	0,359375	9,128	34,53	59,93	85,33	110,7	136,1	161,5	186,9	212,3	237,7	263,1
3/8	0,375	9,525	34,93	60,33	85,73	111,1	136,5	161,9	187,3	212,7	238,1	263,5
25/64	0,390625	9,922	35,32	60,72	86,12	111,5	136,9	162,3	187,7	213,1	238,5	263,9
13/32	0,40625	10,319	35,72	61,12	86,52	111,9	137,3	162,7	188,1	213,5	238,9	264,3
27/64	0,421875	10,716	36,12	61,52	86,92	112,3	137,7	163,1	188,5	213,9	239,3	264,7
7/16	0,4375	11,113	36,51	61,91	87,31	112,7	138,1	163,5	188,9	214,3	239,7	265,1
29/64	0,453125	11,509	36,91	62,31	87,71	113,1	138,5	163,9	189,3	214,7	240,1	265,5
15/32	0,46875	11,906	37,31	62,71	88,11	113,5	138,9	164,3	189,7	215,1	240,5	265,9
31/64	0,484375	12,303	37,70	63,10	88,50	113,9	139,3	164,7	190,1	215,5	240,9	266,3
1/2	0,5	12,7	38,10	63,50	88,90	114,3	139,7	165,1	190,5	215,9	241,3	266,7
33/64	0,515625	13,097	38,50	63,90	89,30	114,7	140,1	165,5	190,9	216,3	241,7	267,1
17/32	0,53125	13,494	38,89	64,29	89,69	115,1	140,5	165,9	191,3	216,7	242,1	267,5
35/64	0,546875	13,891	39,29	64,69	90,09	115,5	140,9	166,3	191,7	217,1	242,5	267,9
9/16	0,5625	14,288	39,69	65,09	90,49	115,9	141,3	166,7	192,1	217,5	242,9	268,3
37/64	0,578125	14,684	40,08	65,48	90,88	116,3	141,7	167,1	192,5	217,9	243,3	268,7
19/32	0,59375	15,081	40,48	65,88	91,28	116,7	142,1	167,5	192,9	218,3	243,7	269,1
39/64	0,609375	15,478	40,88	66,28	91,68	117,1	142,5	167,9	193,3	218,7	244,1	269,5
5/8	0,625	15,875	41,28	66,68	92,08	117,5	142,9	168,3	193,7	219,1	244,5	269,9
41/64	0,640625	16,272	41,67	67,07	92,47	117,9	143,3	168,7	194,1	219,5	244,9	270,3
21/32	0,65625	16,669	42,07	67,47	92,87	118,3	143,7	169,1	194,5	219,9	245,3	270,7
43/64	0,671875	17,066	42,47	67,87	93,27	118,7	144,1	169,5	194,9	220,3	245,7	271,1
11/16	0,6875	17,463	42,86	68,26	93,66	119,1	144,5	169,9	195,3	220,7	246,1	271,5
45/64	0,703125	17,859	43,26	68,66	94,06	119,5	144,9	170,3	195,7	221,1	246,5	271,9
23/32	0,71875	18,256	43,66	69,06	94,46	119,9	145,3	170,7	196,1	221,5	246,9	272,3
47/64	0,734375	18,653	44,05	69,45	94,85	120,3	145,7	171,1	196,5	221,9	247,3	272,7
3/4	0,75	19,050	44,45	69,85	95,25	120,7	146,1	171,5	196,9	222,3	247,7	273,1
49/64	0,765625	19,447	44,85	70,25	95,65	121,0	146,4	171,8	197,2	222,6	248,0	273,4
25/32	0,78125	19,844	45,24	70,64	96,04	121,4	146,8	172,2	197,6	223,0	248,4	273,8
51/64	0,796875	20,241	45,64	71,04	96,44	121,8	147,2	172,6	198,0	223,4	248,8	274,2
13/16	0,8125	20,638	46,04	71,44	96,84	122,2	147,6	173,0	198,4	223,8	249,2	274,6
53/64	0,828125	21,034	46,43	71,83	97,23	122,6	148,0	173,4	198,8	224,2	249,6	275,0
27/32	0,84375	21,431	46,83	72,23	97,63	123,0	148,4	173,8	199,2	224,6	250,0	275,4
55/64	0,859375	21,828	47,23	72,63	98,03	123,4	148,8	174,2	199,6	225,0	250,4	275,8
7/8	0,875	22,225	47,63	73,03	98,43	123,8	149,2	174,6	200,0	225,4	250,8	276,2
57/64	0,890625	22,622	48,02	73,43	98,82	124,2	149,6	175,0	200,4	225,8	251,2	276,6
29/32	0,90625	23,019	48,42	73,82	99,22	124,6	150,0	175,4	200,8	226,2	251,6	277,0
59/64	0,921875	23,416	48,82	74,22	99,62	125,0	150,4	175,8	201,2	226,6	252,0	277,4
15/16	0,9375	23,813	49,21	74,61	100,0	125,4	150,8	176,2	201,6	227,0	252,4	277,8
61/64	0,953125	24,209	49,61	75,01	100,4	125,8	151,2	176,6	202,0	227,4	252,8	278,2
31/32	0,96875	24,606	50,01	75,41	100,8	126,2	151,6	177,0	202,4	227,8	253,2	278,6
63/64	0,984375	25,003	50,40	75,80	101,2	126,6	152,0	177,4	202,8	228,2	253,6	279,0

merk en model	motorgegevens: motortype	cilinderaantal	boring (mm)	slag (mm)	cilinderinhoud (l)	max. vermogen (PK bij omw./min.) (DIN)	kompressieverhouding : 1	kompressiedruk (kg/cm²)	kleppen: klepzetelhoek (°) inlaat zetel	klep	uitlaat zetel	klep	klepsteeldiameter (mm) inlaat	uitlaat	klepspeling (mm) K = koud, W = warm inlaat	uitlaat	inlaatklep opent (°) v = voor, n = na B.D.P.	plaats van het afstelmerkteken...uitvoering van het afstelmerkteken	afstelling: ontstekingstijdstip met een afstellamp (° bij omw./min.) v = voor, n = na B.D.P. handgeschakelde bak	automatische bak	plaats van het afstelmerkteken...uitvoering van het afstelmerkteken	stationair/toerental van de motor omw./min. handgeschakelde bak	autom. bak N = Neutral D = Drive	Co gehalte bij stationair toerental (Vol.-%)	benzine pompdruk en psi (lbs. sq. in.)
American Motors Corp.																									
Pacer, Gremlin, Hornet	E/6-232[1]	6	95,250	88,900	3,799	90/3050	8,0	–	30	29	44,5	44	9,436-9,462	9,436-9,462	hydr.	hydr.	12,12° v	ST ●	8° v/800	10° v/550	KP<S	600	550 D	1,0	4-5
Pacer, Gremlin, Hornet, AMX, Matador	A/6-258[1]	6	95,250	99,060	4,233	95/3050	8,0	–	30	29	44,5	44	9,436-9,462	9,436-9,462	hydr.	hydr.	12,12° v	ST ●	6° v/800	8° v/550	KP<S	600	550 D	1,0	4-5
Pacer, Gremlin, Hornet, AMX	C/6-258[2]	6	95,250	99,060	4,233	120/3600	8,0	–	30	29	44,5	44	9,436-9,462	9,436-9,462	hydr.	hydr.	14,58° v	ST ●	6° v/800	8° v/600	KP<S	600	600 D	1,0	4-5
Hornet, AMX, Matador	H/V 8-304[2]	8	95,250	87,376	4,978	120/3200	8,4	–	30	29	44,5	44	9,436-9,462	9,436-9,462	hydr.	hydr.	14¾° v	ST ●	–	10° v/600	KP<S	–	600 D	–	5-6½
Matador	N/V 8-360[2]	8	103,632	87,376	5,893	140/3300	8,25	–	30	29	44,5	44	9,436-9,462	9,436-9,462	hydr.	hydr.	14¾°	ST ●	–	10° v/600	KP<S	–	600 D	–	5-6½
Chrysler Corp.																									
Chrysler																									
Cordoba, Le Baron	V 8-318[2]	8	99,314	84,074	5,212	145/4000	8,6	–	45	45	45	43	9,449-9,474	9,423-9,449	hydr.	hydr.	10° v	ST ●	8° v/700	8° v/700	KP<S	700	700	0,5	5¾-7¼
Cordoba, Newport, New Yorker	V 8-360[2]	8	101,600	90,932	5,900	155/3600	8,4	–	45	45	45	43	9,449-9,474	9,423-9,449	hydr.	hydr.	18° v	ST ●	–	10° v/700	KP<S	–	700	–	5¾-7¼
Cordoba, Newport, New Yorker	V 8-400[3]	8	110,236	85,852	6,556	190/3600	8,2	–	45	45	45	45	9,456-9,474	[5]	hydr.	hydr.	20° v	ST ●	–	10° v/750	KP<S	–	750	–	5¼-7¼
Newport, New Yorker	V 8-440[3]	8	109,728	95,250	7,212	195/3600	8,2	–	45	45	45	45	9,456-9,474	[5]	hydr.	hydr.	20° v	ST ●	–	8° v/750	KP<S	–	750	1,0	5¾-7¼
Dodge																									
Aspen	6-225[1]	6	86,360	104,648	3,688	100/3600	8,4	–	45	45	45	43	9,449-9,474	9,423-9,449	0,25 W	0,50 W	16° v	ST ●	6° v/750	6° v/700	KP<S	750	700	–	4-5½
Aspen, Monaco	6-225[2]	6	86,360	104,648	3,688	110/3600	8,4	–	45	45	45	43	9,449-9,474	9,423-9,449	0,25 W	0,50 W	16° v	ST ●	12° v/750	12° v/700	KP<S	750	700	–	4-5½
Aspen, Charger SE, Monaco, Royal Monaco	V8-360[3]	8	99,314	84,074	5,212	145/4000	8,6	–	45	45	45	43	9,449-9,474	9,423-9,449	hydr.	hydr.	10° v	ST ●	8° v/700	8° v/700	KP<S	700	700	0,5	5¾-7¼
Aspen, Charger SE, Monaco, Royal Monaco	V8-400[3]	8	101,600	90,932	5,900	155/3600	8,4	–	45	45	45	43	9,449-9,474	9,423-9,449	hydr.	hydr.	18° v	ST ●	–	10° v/700	KP<S	–	700	–	5¾-7¼
Aspen, Charger SE, Monaco, Royal Monaco	V8-440[3]	8	101,600	90,932	5,900	175/4000	8,0	–	45	45	45	43	9,436-9,462	9,411-9,436	hydr.	hydr.	22° v	ST ●	–	6-10° v/750	KP<S	–	750	–	5¾-7¼
Charger SE, Monaco, Royal Monaco	V8-440[3]	8	110,236	85,852	6,556	190/3600	8,2	–	45	45	45	45	9,456-9,474	[5]	hydr.	hydr.	20° v	ST ●	–	10° v/750	KP<S	–	750	–	5¼-7¼
Royal Monaco		8	109,728	95,250	7,212	195/3600	8,2	–	45	45	45	45	9456-9,474	[5]	hydr.	hydr.	20° v	ST ●	–	8-12° v/750	KP<S	–	750	1,0	5¾-7¼
Royal Monaco		8	109,728	95,250	7,212	230/4000	7,8	–	45	45	45	45	9,444-9,461	[6]	hydr.	hydr.	20° v	ST ●	–	8° v/750	KP<S	–	750	–	5¾-7¼
Plymouth																									
Volare	6-225[1]	6	86,360	104,648	3,688	100/3600	8,4	–	45	45	45	43	9,449-9,474	9,423-9,449	0,25 W	0,50 W	16° v	ST ●	6° v/700	6° v/700	KP<S	750	700	–	4-5½
Volare, Fury	6-225[2]	6	86,360	104,775	3,688	110/3600	8,4	–	45	45	45	43	9,449-9,474	9,423-9,449	0,25 W	0,50 W	16° v	ST ●	12° v/750	12° v/700	KP<S	750	700	–	4-5½
Volare, Fury, Gran Fury	V8-318[2]	8	99,314	84,074	5,212	145/4000	8,6	–	45	45	45	43	9,449-9,474	9,423-9,449	hydr.	hydr.	10° v	ST ●	8° v/700	8° v/700	KP<S	700	700	0,5	5¾-7¼
Volare, Fury, Gran Fury	V8-360[2]	8	101,600	90,932	5,900	155/3600	8,4	–	45	45	45	43	9,449-9,474	9,423-9,449	hydr.	hydr.	18° v	ST ●	–	10° v/700	KP<S	–	700	–	5¾-7¼
Volare, Fury, Gran Fury	V8-360[3]	8	101,600	90,932	5,900	175/4000	8,0	–	45	45	45	43	9,436-9,462	9,411-9,436	hydr.	hydr.	22° v	ST ●	–	8-10° v/750	KP<S	–	750	–	5¾-7¼
Fury, Gran Fury	V8-400[3]	8	110,287	85,725	6,556	190/3600	8,2	–	45	45	45	45	9,456-9,474	[5]	hydr.	hydr.	20° v	ST ●	–	10° v/750	KP<S	–	750	–	5¼-7¼
Gran Fury	V8-440[3]	8	109,728	95,250	7,212	195/3600	8,2	–	45	45	45	45	9,456-9,474	[5]	hydr.	hydr.	20° v	ST ●	–	8-12°/750	KP<S	–	750	1,0	5¾-7¼
Gran Fury	V8-440[3]	8	109,728	95,250	7,212	230/4000	7,8	–	45	45	45	45	9,444-9,461	[6]	hydr.	hydr.	20° v	ST ●	–	8° v/750	KP<S	–	750	–	5¾-7¼
Ford Motor Co.																									
Ford																									
Pinto, Mustang II	Y/4-140[2]	4	96,037	79,400	2,300	89/4800	9,0	–	44	45	44	45	8,687-8,704	8,664-8,682	–	–	22° v	ST ●	6° v/850	20° v/800	KP<S	850	800 D	–	3½-4½
Pinto, Mustang II	Z/V 6-171[2]	6	92,964	68,580	2,800	93/4200	8,7	–	44	45	44	45	8,019-8,044	7,998-8,016	0,35K	0,40K	20° v	ST ●	10° v/850	12° v/700	KP<S	850	700 D	–	3½-5¾
Mustang II	F/V 8-302[2]	8	101,600	76,200	4,950	[7]	8,4	–	44	45	44	45	8,677-8,694	8,664-8,682	hydr.[8]	hydr.[8]	20° v	ST ●	12° v/850	4° v/700	KP<S	850	700 D	–	6-8
Maverick, Granada	T-6-200[1]	6	93,548	79,400	3,278	[9]	8,5	–	45	44	45	44	7,874-7,892	7,869-7,887	hydr.[12]	hydr.[12]	20° v	ST ●	6° v/800	6° v/800	KP<S	800	800 D	–	5-7
Maverick, Granada	L/6-250[1]	6	93,523	99,314	4,098	98/3400	8,1	–	45	44	45	44	7,874-7,892	7,869-7,887	hydr.[12]	hydr.[12]	18° v	ST ●	4° v/850	–	KP<S	850	–	–	5-7
Maverick	F/V 8-302[2]	8	101,600	76,200	4,950	137/3600	8,4	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[8]	hydr.[8]	20° v	ST ●	–	2° v/600	KP<S	–	600 D	–	6-8
Granada	F/V8-302[2]	8	101,600	76,200	4,950	[10]	8,4	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[8]	hydr.[8]	20° v	ST ●	–	2° v/600	KP<S	–	600 D	–	6-8
LTD II, LTD	F/V8-302[2]	8	101,600	76,200	4,950	130/3400	8,4	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[8]	hydr.[8]	20° v	ST ●	–	2° v/600	KP<S	–	600 D	–	6-8
Granada	H/V 8-351[2]	8	101,600	88,900	5,753	135/3200	8,3	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[13]	hydr.[13]	16° v	ST ●	–	14° v/625	KP<S	–	625 D	–	6-8
LTD II, LTD	H/V 8-351[2]	8	101,600	88,900	5,753	149/3600[11]	8,3[11]	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[13]	hydr.[13]	23° v	ST ●	–	10° v/600	KP<S	–	600 D	–	6-8
LTD II, LTD	S/V 8-400[2]	8	101,600	101,600	6,556	173/3800	8,0	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[13]	hydr.[13]	17° v	ST ●	–	8° v/600	KP<S	–	600 D	–	6-8
LTD II, LTD	A/V 8-460[3]	8	110,744	97,790	7,539	197/4000	8,0	–	45	44	45	44	8,676-8,694	8,676-8,694	hydr.[13]	hydr.[13]	8° v	ST ●	–	–	KP<S	–	650 D	–	7,2-8,2
Lincoln																									
Versailles	H/V8-351[2]	8	101,600	88,900	5,753	149/3600[11]	8,3[11]	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[13]	hydr.[13]	23° v	ST ●	–	10° v/600	KP<S	–	600 D	–	6-8
Continental Mk V	S/V8-400[2]	8	101,600	101,600	6,556	179/4000	8,0	–	44½	45½	44½	45½	8,676-8,694	8,676-8,694	hydr.[13]	hydr.[13]	17° v	ST ●	–	8° v/600	KP<S	–	600 D	–	6½-7½
Continental, Continental Mk V	A/V8-460[3]	8	110,795	97,790	7,539	208/4000	8,0	–	44½	45½	44½	45½	8,676-8,694	8,676-8,694	hydr.[14]	hydr.[14]	8° v	ST ●	–	10° v/650	KP<S	–	650 D	–	7,2-8,2

[1] Met enkelvoudige karburator
[2] Met dubbele karburator
[3] Met viervoudige karburator
[4] Warm of koud
[5] Klepsteeldiam. warm = 9,431–9,449 mm, Klepsteeldiam. koud = 9,456–9,474 mm
[6] Klepsteeldiam. warm = 9,481–9,436 mm, Klepsteeldiam. koud = 9,444–9,461 mm
[7] Met mechanische bak = 129 pk/3400 omw/min, met automatische bak = 139 pk/3600 omw/min
[8] Speling = 1,8–4,3 mm, met ingedrukte klepstoter
[9] Met mechanische bak = 96 pk/4400 omw/min, met automatische bak = 97 pk/4400 omw/min
[10] Met mechanische bak = 122 pk/3200 omw/min, met automatische bak = 134 pk/3600 omw/min
[11] Of 161 pk/3600 omw/min, kompressieverhouding = 8,0:1
[12] Speling = 2,0–5,3 mm, met ingedrukte klepstoter
[13] Speling = 2,5–5,0 mm, met ingedrukte klepstoter
[14] Speling = 1,9–4,4 mm, met ingedrukte klepstoter

KP<S = Krukas poelie, kerf en schaal
ST = Distributie wielen
Tekens: ● = Center, < = kerf, S = Gradenschaal

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merk en model	motortype	aanhaalmomenten voor belangrijke bouten en moeren in mkg (1mkg = 7,23 ft. lbs.)																
		motor												onderstel				diversen
		cilinderkop	drijfstang	krukashoofdlagers	kleptuimelaars of nokkenaslagers	inlaatspruitstuk	uitlaatspruitstuk	krukaspoulie	vliegwiel	motorophanging	bougies	inspuitpomp	inspuitverstuivers	wielbouten	wielophanging	wiellagers	stuurarm	veerdistelring
American Motors Corp.																		
Pacer, Gremlin, Hornet	E/6-232	14,5	4,5	11,0	–	3,2	3,2	11,0	14,5	–	3,9	–	–	–	–	–	–	57,6[1]
Pacer, Gremlin, Hornet, AMX, Matador	A/6-258	14,5	4,5	11,0	–	3,2	3,2	11,0	14,5	–	3,9	–	–	–	–	–	–	57,6[1]
Pacer, Gremlin, Hornet, AMX	C/6-258	14,5	4,5	11,0	–	3,2	3,2	11,0	14,5	–	3,9	–	–	–	–	–	–	57,6[1]
Hornet, AMX, Matador	H/V 8-304	15,2	4,5	13,8	2,6	5,9	3,5	12,4	14,5	–	3,9	–	–	–	–	–	–	57,6[1]
Matador	N/V 8-360	15,2	4,5	13,8	2,6	5,9	3,5	12,4	14,5	–	3,9	–	–	–	–	–	–	57,6[1]
Chrysler Corp.																		
Chrysler																		
Cordoba, Le Baron	V 8-318	12,4	6,2	11,8	230,4[1]	6,2	2,8	13,8	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Cordoba, Newport, New Yorker	V 8-360	12,4	6,2	11,8	230,4[1]	6,2	2,8	13,8	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Cordoba, Newport, New Yorker	V 8-400	9,7	6,2	11,8	3,3	6,2	5,5	18,7	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Newport, New Yorker	V 8-440	9,7	6,2	11,8	3,3	6,2	5,5	18,7	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Dodge																		
Aspen	6-225	9,7	6,2	11,8	3,3	276,5[1]	138,3[1]	[2]	7,6	–	1,4	–	–	–	–	–	–	46,0[1]
Aspen, Monaco	6-225	9,7	6,2	11,8	3,3	276,5[1]	138,3[1]	[2]	7,6	–	1,4	–	–	–	–	–	–	46,0[1]
Aspen, Charger SE, Monaco, Royal Monaco	V 8-318	12,4	6,2	11,8	230,4[1]	6,2	2,8	13,8	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Aspen, Charger SE, Monaco, Royal Monaco	V 8-360	12,4	6,2	11,8	230,4[1]	6,2	2,8	13,8	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Aspen, Charger SE, Monaco, Royal Monaco	V 8-360	12,4	6,2	11,8	230,4[1]	6,2	2,8	13,8	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Charger SE, Monaco, Royal Monaco	V 8-400	9,7	6,2	11,8	3,3	6,2	5,5	18,7	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Royal Monaco	V 8-445	9,7	6,2	11,8	3,3	6,2	5,5	18,7	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Royal Monaco	V 8-440	9,7	6,2	11,8	3,3	6,2	5,5	18,7	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Plymouth																		
Volare	6-225	9,7	6,2	11,8	3,3	276,5[1]	138,3[1]	[2]	7,6	–	1,4	–	–	–	–	–	–	46,0[1]
Volare, Fury	6-225	9,7	6,2	11,8	3,3	276,5[1]	138,3[1]	[2]	7,6	–	1,4	–	–	–	–	–	–	46,0[1]
Volare, Fury, Gran Fury	V 8-318	12,4	6,2	11,8	230,4[1]	6,2	2,8	13,8	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Volare, Fury, Gran Fury	V 8-360	12,4	6,2	11,8	230,4[1]	6,2	2,8	13,8	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Volare, Fury, Gran Fury	V 8-360	12,4	6,2	11,8	230,4[1]	6,2	2,8	13,8	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Fury, Gran Fury	V 8-400	9,7	6,2	11,8	3,3	6,2	5,5	18,7	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Gran Fury	V 8-440	9,7	6,2	11,8	3,3	6,2	5,5	18,7	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Gran Fury	V 8-440	9,7	6,2	11,8	3,3	6,2	5,5	18,7	7,6	–	4,1	–	–	–	–	–	–	46,0[1]
Ford Motor Co.																		
Ford																		
Pinto, Mustang II	Y/4-140	11,0-12,5	4,2-5,0	11,0-12,5	–	1,9-2,9	2,2-3,2	13,8-16,6	7,5-8,6	–	0,7-1,4	–	–	–	–	–	–	0,6-1,0
Pinto, Mustang II	Z/V 6-171	9,0-11,0	2,9-3,5	9,0-10,4	6,0-6,8	2,1-2,5	2,2-3,2	12,7-14,2	6,5-7,1	–	1,4-2,1	–	–	–	–	–	–	0,4-0,7
Mustang II	F/V 8-302	9,0-10,0	2,6-3,3	8,3-9,7	2,4-3,2	3,2-3,5	2,5-3,3	4,8-6,9	10,4-11,8	–	2,1-2,8	–	–	–	–	–	–	0,4-0,7
Maverick, Granada	T/6-200	9,7-10,4	2,9-3,6	8,3-9,7	4,1-4,8	–	2,5-3,3	11,8-13,8	10,4-11,8	–	2,7-3,5	–	–	–	–	–	–	0,4-0,7
Maverick, Granada	L/6-250	9,7-10,4	2,9-3,6	8,3-9,7	4,1-4,8	–	2,5-3,3	9,7-12,4	10,4-11,8	–	2,7-3,5	–	–	–	–	–	–	0,4-0,7
Maverick	F/V 8-302	9,0-10,0	2,6-3,3	8,3-9,7	2,4-3,2	3,2-3,5	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Granada	F/V 8-302	9,0-10,0	2,6-3,3	8,3-9,7	2,4-3,2	3,2-3,5	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
LTD II, LTD	F/V 8-302	9,0-10,0	2,6-3,3	8,3-9,7	2,4-3,2	3,2-3,5	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Granada	H/V 8-351	[4]	5,5-6,2	13,1-14,5	2,4-3,5	3,2-3,5	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
LTD II, LTD	H/V 8-351	[4]	5,5-6,2	[5]	2,4-3,5	[3]	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
LTD II, LTD	S/V 8-400	13,2-14,5	5,5-6,2	[5]	2,5-3,5	[3]	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
LTD II, LTD	A/V 8-460	18,0-19,4	5,5-6,2	13,1-14,5	2,5-3,5	3,0-4,4	3,9-4,6	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,7-0,8
Lincoln																		
Versailles	H/V 8-351	–	5,5-6,2	[5]	2,4-3,5	[3]	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Continental Mk V	S/V 8-400	13,2-14,5	5,5-6,2	[5]	2,5-3,5	[3]	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Continental, Continental Mk V	A/V 8-460	18,0-19,4	5,5-6,2	13,1-14,5	2,5-3,5	3,0-4,4	3,9-4,6	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,7-0,8

[1] cm kg
[2] Opgeperst
[3] 5/16″ bouten = 2,9–3,5 mkg, 3/8″ bouten = 3,7–4,6 mkg
[4] Windsor-Motor = 14,5–15,5 mkg
Cleveland-Motor = 13,1–14,5 mkg
[5] 1/2″ bouten = 13,1–14,5 mkg, 3/8″ bouten = 4,8–6,2 mkg

merk en model	motortype	bougies: merk en type (originele uitvoering) Al = Autolite (Motorcraft) Ch = Champion	bougies: electrode afstand (mm)	bobine: primaire weerstand bij 24 °C (Ω)	bobine: secundaire weerstand bij 24 °C (Ω)	bobine: voorschakelweerstand bij 24 °C (Ω)	ontsteking: kontakthoek v/d kontaktpunten of % (°)	ontsteking: ontstekingstijdstip met een afstellamp (° bij omw./m.n.) v = Voor, n = na B.D.P.: handgeschakelde bak	ontsteking: ontstekingstijdstip met een afstellamp (° bij omw./m.n.) v = Voor, n = na B.D.P.: automatische bak	automatische vervroeging in krukasgraden: stroomverdeler no.	vacuum (°/mmHg): begin	vacuum (°/mmHg): maximum	centrifugaal (°/omw./min.): begin	centrifugaal (°/omw./min.): tussenwaarde	centrifugaal (°/omw./min.): maximum	ontstekingsvolgorde
American Motors Corp.																
Pacer, Gremlin, Hornet	E/6-232	Ch-N 12 Y	0,89	–	–	–	1	8° v/600	10° v/500	3 228 263	0°/4-6"	17°/12,7"	0-5,6°/1000	8,4-12,5°/2000	22-26°/4400	a
Pacer, Gremlin, Hornet, AMX, Matador	A/6-258	Ch-N 12 Y	0,89	–	–	–	1	6° v/600	8° v/550	3 228 264	0°/5-7"	17°/12,5"	0-4,8°/1000	12,6-16,6°/2000	27-31°/4400	a
Pacer, Gremlin, Hornet, AMX	C/6-258	Ch-N 12 Y	0,89	–	–	–	1	6° v/600	8° v/600	3 228 265	0°/4-6"	17°/12,5"	0-5,4°/1000	6,6-10,6°/2000	15-19°/4400	a
Hornet, AMX, Matador	H/V 8-304	Ch-N 12 Y	0,89	–	–	–	1	–	10° v/600	3 228 266	0°/4-6"	17°/12,7"	0-7,5°/1000	10,8-14,8°/2000	20-24°/4400	b
Matador	N/V 8-360	Ch-N 12 Y	0,89	–	–	–	1	–	10° v/600	3 229 719	0°/5-7"	18°/13"	0-3,6°/1000	8-12°/2000	18-22°/4400	b
Chrysler Corp.																
Chrysler																
Cordoba, Le Baron	V 8-318	Ch-RN 12 Y	0,89	–	–	–	1	8° v/700	8° v/700							b
Cordoba, Newport, New Yorker	V 8-360	Ch-RN 12 Y	0,89	–	–	–	1	–	10° v/700							b
Cordoba, Newport, New Yorker	V 8-400	Ch-RJ 13 Y	0,89	–	–	–	1	–	10° v/700							b
Newport, New Yorker	V 8-440	Ch-RJ 13 Y	0,89	–	–	–	1	–	8° v/750							b
Dodge																
Aspen	6-225	Ch-RBL 15 Y	0,89	–	–	–	1	6° v/750	6° v/700	3 874 116	0°/7"	24°/12,5"	2,6-6,2°/1200	11,6-15°/1600	24°/4000	
Aspen, Monaco	6-225	Ch-RBL 15 Y	0,89	–	–	–	1	12° v/750	12° v/700	3 874 173	0°/8"	22°/14"	2,6-6,2°/1200	7-11°/1400	20°/4000	a
Aspen, Charger SE, Monaco, Royal Monaco	V 8-318	Ch-RN 12 Y	0,89	–	–	–	1	8° v/700	8° v/700	3 874 714	0°/7"	19,6°/11,5"	0,6-4,8°/1000	8,4-12,4°/1300	17,8°/5000	a
Aspen, Charger SE, Monaco, Royal Monaco	V 8-360	Ch-RN 12 V	0,89	–	–	–	1	–	10° v/700	3 874 858	0°/7"	25°/12,5"	2,8-6,8°/1200	12-16°/1600	17°/4800	b
Aspen, Charger SE, Monaco, Royal Monaco	V 8-360	Ch-RJ 13 Y	0,89	–	–	–	1	6-10° v/750	6-10° v/750	3 874 876	0°/7"	19,6°/11,5"	0,4-4,4°/1200	3-7°/1300	11,4°/5000	b
Charger SE, Monaco, Royal Monaco	V 8-400	Ch-RJ 13 Y	0,89	–	–	–	1	–	10° v/750	3 874 909	0°/8"	24°/13,5"	0,4-4,4°/1200	3-7°/1300	19,2°/4600	b
Royal Monaco	V 8-440	Ch-RJ 13 Y	0,89	–	–	–	1	–	8-12° v/750	3 874 913	0°/8"	24°/13,5"	3,4-8,2°/1200	9,6-14°/1400	27,2°/4700	b
Royal Monaco	V 8-440	Ch-RJ 11Y	0,89	–	–	–	1	–	8° v/750	3 874 917	0°/7"	25°/12,5"	1,2-4°/1000	7,4-10,8°/1400	20°/4000	b
										3 874 929	0°/7"	19,6°/11,5"	2,8-6,8°/1200	11,2-15,2°/1600	23,4°/4600	b
Plymouth										4 091 015	–	–	–	–	–	
Volare	6-225	Ch-RBL 15 Y	0,89	–	–	–	1	6° v/750	6° v/700	4 091 017	–	–	–	–	–	
Volare, Fury	6-225	Ch-RBL 15 Y	0,89	–	–	–	1	12° v/750	12° v/700	4 091 019	–	–	–	–	–	
Volare, Fury, Gran Fury	V8-318	Ch-RN 12 Y	0,89	–	–	–	1	8° v/750	8° v/700	4 091 039	0°/7"	19,6°/11,5	0,4-4,4°/1200	3-7°/1300	11,4°/5000	a
Volare, Fury, Gran Fury	V8-360	Ch-RN 12 Y	0,89	–	–	–	1	–	10° v/700	4 091 101	0°/9"	19°/12,5	2-2,4°/1200	3,4-7,4°/1600	15,6°/4120	a
Volare, Fury, Gran Fury	V8-360	Ch-RJ 13 Y	0,89	–	–	–	1	–	6-10° v/750							b
Fury, Gran Fury	V8-400	Ch-RJ 13 Y	0,89	–	–	–	1	–	10° v/750							b
Gran Fury	V8-440	Ch-RJ 13 Y	0,89	–	–	–	1	–	8-12° v/750							b
Gran Fury	V8-440	Ch-RJ 11 Y	0,89	–	–	–	1	–	8° v/750							b
																b
Ford Motor Co.																
Ford																
Pinto, Mustang II	Y/4-140[2]	Al-AWRF-42	0,86	–	–	–	1	6° v/850	20° v/800							c
Pinto, Mustang II	Z/V 6-171	Al-AWRF-42	0,86	–	–	–	1	10° v/850	12° v/700	D 52 E-EA	0°/4"	10½°/7"	0-4°/1350	15-19½°/3000	28°/4500	d
Mustang II	F/V 8-302	AR-ARF-52	1,27	–	–	–	1	12° v/850	4° v/700	D 52 E-FA	0°/4"	10½°/7½"	0-4°/1450	15½-20°/3000	28°/4300	e
Maverick, Granada	T/6-200[1]	Al-BRF-82	1,27	–	–	–	1	6° v/800	6° v/800	D 5 ZE-AA	0°/4,8"	10½°/7½"	0-4°/1200	4½-10°/2000	20½-26°/5000	d
Maverick, Granada	L/6-250[1]	Al-BRF-82	1,27	–	–	–	1	4° v/850	–	75 TF-EA	0°/4¼"	8°/8¾"	0-4°/1300	10-14°/2400	15-20°/4000	d
Maverick	F/V 8-302	Al-ARF-52	1,27	–	–	–	1	–	2° v/600	75 TF-NA	0°/4¼"	7°/9½"	0-4°/1300	10½-15½°/2400	18-24°/5000	e
Granada	F/V 8-302	Al-ARF-52	1,27	–	–	–	1	–	2° v/600	D 5 DE-AFA	0°/5"	26,5°/15"	1,5°-2,5°/1000	6-10,5°/1400	13°/2000	e
LTD II, LTD	F/V 8-302	Al-ARF-52	1,27	–	–	–	1	–	2° v/600	D 6 DE-JA	0°/5"	26,5°/15"	2-8°/1000	10-14,5°/1400	19°/2000	e
Granada	H/V 8-351	Al-ARF-52	1,27	–	–	–	1	–	14° v/625	D 6 AE-AA	0°/5"	30,5°/15"	0,5-4,5°/1000	8-12°/1400	15°/2000	f
LTD II, LTD	H/V 8-351	Al-ARF-52	1,27	–	–	–	1	–	10° v/600							f
LTD II, LTD	S/V 8-400	Al-ARF-52	1,27	–	–	–	1	–	8° v/600							f
LTD II, LTD	A/V 8-460	Al-ARF-52	1,52	–	–	–	1	–	–							f
Lincoln																
Versailles	H/V 8-351	Al-ARF-52	1,27	–	–	–	1	–	10° v/600							f
Continental Mk V	S/V 8-400	Al-ARF-52	1,27	–	–	–	1	–	8° v/600	D 6 AE-AA	0°/3"	30,5°/11,5"	0-4°/1000	8-12°/1400	28°/5000	e
Continental, Continental Mk V	A/V 8-460	Al-ARF-52	1,27	–	–	–	1	–	10° v/650							f

[1] Elektronische ontsteking zonder kontaktpunkten

a 1–5–3–6–2–4
b 1–8–4–3–6–5–7–2 (1 cilinder links)
c 1–3–4–2
d 1–4–2–5–3–6 (1 cilinder rechts)
e 1–5–4–2–6–3–7–8 (1 cilinder rechts)
f 1–3–7–2–6–5–4–8 (1 cilinder rechts)

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Carter karburateur

autotype	carburator type	stationair mengsel-schroef (aantal slagen open) a	hoogste vlotter stand b	diepste vlotter stand c	vlotter kamer beluchting d	asceleratie pomp afstelling e	versneld stationair afstelling f	choke afstelling g	choke afstelling bij vol gas h
American Motors	YF-7151	–	15/32″	1⅜″	–	–	.195″	1 Rich	.275″
	YF-7152	–	15/32″	1⅜″	–	–	.195″	1 Rich	.275″
	YF-7153	–	15/32″	1⅜″	–	–	.195″	Index	.275″
	YF-7223	–	15/32″	1⅜″	–	–	.195″	Index	.275″
	BBD-8103	–	¼″	–	–	.496″	.120″	1 Rich	.280″
	BBD-8104	–	¼″	–	–	.520″	.095″	1 Rich	.280″
	BBD-8117	–	¼″	–	–	.480″	.112″	1 Rich	.280″
Chrysler Dodge Plymouth	BBD-8087 S	–	¼″	–	–	15/32″	.070″	fest	.280″
	BBD-8089 S	–	¼″	–	–	15/32″	.070″	fest	.280″
	BBD-8090 S	–	¼″	–	–	15/32″	.070″	fest	.280″
	BBD-8093 S	–	¼″	–	–	15/32″	.070″	fest	.310″
	BBD-8094 S	–	¼″	–	–	15/32″	.070″	fest	.310″
	BBD-8096 S	–	¼″	–	–	15/32″	.070″	fest	.310″
	BBD-8126 S	–	¼″	–	–	15/32″	.070″	fest	.310″
	BBD-8127 S	–	¼″	–	–	15/32″	.070″	fest	.280″
	TQ-9076 S	–	27/32″	–	–	33/64″	1700[1]	fest	.310″
	TQ-9077 S	–	27/32″	–	–	33/64″	1400[1]	fest	.310″
	TQ-9078 S	–	27/32″	–	–	33/64″	1400[1]	fest	.310″
	TQ-9080 S	–	27/32″	–	–	33/64″	1200[1]	fest	.310″
	TQ-9081 S	–	27/32″	–	–	33/64″	1600[1]	fest	.310″
	TQ-9093 S	–	27/32″	–	–	33/64″	1500[1]	fest	.310″
	TQ-9101 S	–	27/32″	–	–	33/64″	1600[1]	fest	.310″
Ford	YF-D 7 BE-AA	–	–	–	–	–	–	–	–
	YF-D 7 BE-BA	–	–	–	–	–	–	–	–
	YF-D 7 BE-DA	–	–	–	–	–	–	–	–
	YF-D 7 BE-FA	–	–	–	–	–	–	–	–
	YF-D 7 BE-GA	–	–	–	–	–	–	–	–
	YF-D 7 BE-GC	–	–	–	–	–	–	–	–
	YF-D 7 BE-HB	–	–	–	–	–	–	–	–

Ford-Autolite/Motorcraft karburateur

autotype	carburator type	stationair mengselschroef (aantal slagen open) a	hoogste vlotter stand b	hoogste brandstof niveau c	vlotter kamer beluchting d	asceleratie pomp afstelling e	versneld stationair afstelling f	versneld stationair toerental (omw./min.) m	choke afstelling g	choke afstelling bij vol gas h
American Motors	2100, 2150-2 V/9510-7 RA 2	–	25/32″	–	–	126″	1800	1 Rich	.250″
	2100, 2150-2 V/9510-7 RA 2 A	–	25/32″	–	–	089″	1800	1 Rich	.250″
	2100, 2150-2 V/9510-7 RA 2 C	–	25/32″	–	–	120″	[2]	1 Rich	.250″
	2100, 2150-2 V/9510-7 DA 2	–	25/32″	–	–	126″	1800	Index	.250″
Ford Mercury	2100, 2150-2 V/9510-D 7 BE	–	–	–	–	–	–	–	–
	2100, 2150-2 V/9510-D 70 E	–	–	–	–	–	–	–	–
	2100, 2150-2 V/9510-D 7 YE	–	–	–	–	–	–	–	–
	4350-4 V/9510-D 7 AE	–	–	–	–	–	–	–	–
	4350-4 V/9510-D 7 VE	–	–	–	–	–	–	–	–
	5200/9510-D 6 EE	–	–	–	–	–	–	–	–

Holley karburateur

autotype	carburator type	stationair mengsel-schroef (aantal slagen open) a	hoogste vlotter stand b	hoogste brandstof niveau c	vlotter kamer beluchting d	asceleratie pomp afstelling l	versneld stationair afstelling (omw./min.) m	choke afstelling g	choke afstelling bij vol gas h
Chevrolet Monza Vega Pontiac Astre Sunbird	5210-C/458102, 4	–	.420″	1″	–	3	2500	3 Rich	–
	5210-C/458103, 5	–	.420″	1″	–	4	2500	3 Rich	–
	5210-C/458106, 8	–	.420″	1″	–	3	2500	3 Rich	–
	5210-C/458107, 9	–	.420″	1″	–	4	2500	3 Rich	–
	5210-C/458110, 2	–	.420″	1″	–	3	2500	3 Rich	–
	5210-C/527200, 1	–	.520″	1″	–	–	2400	–	–
	5210-C/527202, 3	–	.520″	1″	–	–	2400	–	–
	5210-C/527204, 6	–	.520″	1″	–	–	2400	–	–
Chrysler	1945/R-7632 A	–	[5]	–	1/16″	27/32″	1400	fest	.250″
	1945/R-7633 A	–	[5]	–	1/16″	2 21/64″	1700	fest	.250″
	1945/R-7635 A	–	[5]	–	–	2 21/64″	1700	fest	.250″
	2245/R-7671 A	–	3/16″	–	.025″	5/16″	1700	fest	.170″
	1945/R-7744 A	–	[5]	–	1/16″	2 21/64″	1700	fest	.250″

a Losdraaien is linksom
b Afstand vlotterkamerdeksel (zonder pakking) en bovenkant vlotter bij gesloten naald
c Afstand vlotterkamerdeksel (zonder pakking) en onderkant vlotter bij geopende naald
d Afstand tussen afdichting en vlotter kamer beluchtingsklep bij gesloten gasklep
e Slag pomp in inches
f Afstand van karburator boring tot gesloten gasklep (met dichtgehouden choke klep)
g Verdraaien van de thermostaat veerdeksel. Rich. = rijk, Lean = arm
h Afstand tussen chokeklep en luchtaansluitstuk bij volledig geopende gasklep en tot de aanslag gesloten chokeklep.
i Afstand tussen deksel (zonder pakking) en vlotteronderkant bij gesloten naald
k Afstand tussen deksel (zonder pakking) en benzine niveau bij gesloten naald
l Afstand pompdeksel en pomphevelas bij gesloten gasklep
m Versneld stationair bij warme motor

[1] Motor toerental en omw/min
[2] Motor V 8–304 = 1800 omw/min, motor V 8–360 = 1600 omw/min
[3] Gat no 1
[4] Gat no 2
[5] Gelijke hoogte als het huis (met pakking) bij gesloten vlotternaald

Rochester carburator zie pagina 10

merk en model	motortype	electrische uitrusting															
		batterij			startmotor							dynamo				regelaar	
						onbelaste test			geblokkeerde test			alternateur					
		spanning (V)	capaciteit ampuur	massa p = plus aan massa n = min aan massa	start motor no.	spanning (V)	stroom (A)	toerental (omw/min)	spanning (V)	stroom (A)	koppel mkg	merk	no.	vermogen (A/V)	veldstroom (A/V)	sluitspanning (V)	spanningsregelaar afsteling (V/A)
American Motors Corp.																	
Pacer, Gremlin, Hornet	E/6-232	12	50	n								De	–	37/–	4,0 4,5/–	–	14,0-14,3/10/3000[1]
Pacer, Gremlin, Hornet, AMX, Matador	A/6-258	12	50	n								De	–	55/–	4,0 4,5/–	–	14,0-14,3/10/3000[1]
Pacer, Gremlin, Hornet, AMX	C/6-258	12	50	n	–	12,0	85	9250	3,4	800	1,8	De	–	63/–	4,0 4,5/–	–	14,0-14,3/10/3000[1]
Hornet, AMX, Matador	H/V 8-304	12	50	n								Mot	–	40/–	2,5-3/12,0	–	–
Matador	N/V 8-360	12	60	n								Mot	–	60/–	2,5-3/12,0	–	–
Chrysler Corp.																	
Chrysler																	
Cordoba, Le Baron	V 8-318	12	46	n													
Cordoba, Newport, New Yorker	V 8-360	12	60	n													
Cordoba, Newport, New Yorker	V 8-400	12	60	n													
Newport, New Yorker	V 8-440	12	70	n													
Dodge																	
Aspen	6-225	12	46	n													
Aspen, Monaco	6-225	12	46	n													
Aspen, Charger SE, Monaco, Royal Monaco	V 8-318	12	46	n													
Aspen, Charger SE, Monaco, Royal Monaco	V 8-360	12	60	n													
Aspen, Charger SE, Monaco, Royal Monaco	V 8-360	12	60	n								Chr	[2]	40[7]/16,0[8]	4,5-8,5/12,0[10]	–	13,9-14,6[11]/15,0/[8]
Charger SE, Monaco, Royal Monaco	V 8-400	12	60	n	3 755 250	11,0	90	5700	4,0	475-550	–	Chr	[3]	47[7]/16,0[8]	4,5-8,5/12,0[10]	–	13,9-14,6[11]/15,0/[8]
Royal Monaco	V 8-440	12	70	n	3 755 900	11,0	90	3700	4,0	475-550	–	Chr	[4]	57[7]/16,0[8]	4,5-8,5/12,0[10]	–	13,9-14,6[11]/15,0/[8]
Royal Monaco	V 8-440	12	70	n								Chr	[5]	62[7]/16,0[8]	4,5-8,5/12,0[10]	–	13,9-14,6[11]/15,0/[8]
												Chr	[6]	72[7]/13,0[8]	4,75 8,0/12,0[10]	–	13,9-14,6[11]/15,0/[8]
Plymouth																	
Volare	6-225	12	46	n													
Volare, Fury	6-225	12	46	n													
Volare, Fury, Gran Fury	V 8-318	12	46	n													
Volare, Fury, Gran Fury	V 8-360	12	60	n													
Volare, Fury, Gran Fury	V 8-360	12	60	n													
Fury, Gran Fury	V 8-400	12	60	n													
Gran Fury	V 8-440	12	70	n													
Gran Fury	V 8-440	12	70	n													
Ford Motor Co.																	
Ford																	
Pinto, Mustang II	Y/4-140	12	41/53	n	D 6 EF-BA	–	70	–	5,0	460	1,2						
Pinto, Mustang II	Z/V 6-171	12	53	n	D 6 EF-AA	–	70	–	5,0	460	1,2						
Mustang II	F/V 8-302	12	53	n	D 6 OF-AA	–	80	–	5,0	670	2,1						
Maverick, Granada	T/6-200	12	53	n													
Maverick, Granada	L/6-250	12	53	n													
Maverick	F/V 8-302	12	53	n													
Granada	F/V 8-302	12	53	n													
LTD II, LTD	F/V 8-302	12	53	n	D 5 AF-EA	12,0	–	–	–	–	–	Mot	D 7 AF AA	40/15,0	2,9/12,0[12]	2,5-4,0[12]	13,5-15,3[12]
Granada	H/V 8-351	12	53	n	D 6 AF-AA	12,0	–	–	–	–	–	Mot	D 7 AF CA, FA, LA	60/15,0	2,9/12,0[12]	2,5-4,0[12]	13,5-15,3[12]
LTD II, LTD	H/V 8-351	12	53	n	D 6 BF-AA	12,0	–	–	–	–	–	Mot	D 7 OF AA, CA	70/15,0	2,9/12,0[12]	2,5-4,0[12]	13,5-15,3[12]
LTD II, LTD	S/V 8-400	12	63	n	D 6 BF-BB	12,0	–	–	–	–	–	Mot	D 7 OF-BA	90/15,0	2,9/12,0[12]	2,5-4,0[12]	13,5-15,3[12]
LTD II, LTD	A/V 8-460	12	68	n	D 6 DF-AA	12,0	–	–	–	–	–						
					D 6 OF-AA	12,0	–	–	–	–	–						
Lincoln																	
Versailles	H/V 8-351	12	53	n													
Continental Mk V	S/V 8-400	12	63	n													
Continental, Continental Mk V	A/V 8-460	12	68	n													

[1] Alternateur toerental
[2] Bronskleurige markering
[3] Neutrale markering
[4] Gele markering, Alternateur 60-Amp.
[5] Bruine markering
[6] Gele markering, Alternateur 100-Amp.
[7] Min. capaciteit
[8] Bij 1250 omw/min van de motor
[9] Bij 900 omw/min van de motor
[10] Terwijl de rotor met de hand verdraaicl wordt
[11] Bij 26 °C
[12] Bij 24 °C

Mot = Motorcraft
Chr = Chrysler
De = Delco

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merk en model	motortype	vulhoeveelheid in liters						koeling			wielstanden B = belaste wagen, L = onbelaste wagen							banden			remmen		
		motorolie (l)	voorasolie 3 bak (l)	voorasolie 4 bak (l)	voorasolie automatische bak (l)	achterasolie (l)	brandstoftank (l)	koelsysteeminhoud met kachel (l)	overdruk in het koelsysteem (kp/cm²)	thermostaat opent bij (°C)	naspoor (caster) (°)	wielvlucht (camber) (°) links	wielvlucht (camber) (°) rechts	toespoor (toein) (mm)	dwarshelling fuseepen (KPI)	sporing in de bocht maethoek 20° binnenwiel	sporing in de bocht maethoek 20° buitenwiel	bandenmaat	bandenspanning kp/cm² voor	bandenspanning kp/cm² achter	toegestane max. remtrommeldiameter of minimale remschijfdikte (mm) voor	toegestane max. remtrommeldiameter of minimale remschijfdikte (mm) achter	remvloeistof (l)
American Motors Corp.																							
Pacer, Gremlin, Hornet	E/6-232	3,8[1]	1,2[2]	1,9	8,1	1,9	80/84	10,4[3]	14	90,5	[4]	⅜°±¼°	⅛°±⅛°	1,6-4,7	–	38[5]	[6]						
Pacer, Gremlin, Hornet, AMX, Matador	A/6-258	3,8[1]	1,2[2]	1,9	8,1	1,9	80/84	10,4[3]	14	90,5	[4]	⅜°±¼°	⅛°±⅛°	1,6-4,7	–	38[5]	[6]	6.45/6.95-14	–	–	30,22[7]	254,0	–
Pacer, Gremlin, Hornet, AMX	C/6-258	3,8[1]	1,2[2]	1,9	8,1	1,9	80/84	10,4[3]	14	90,5	[4]	⅜°±¼°	⅛°±⅛°	1,6-4,7	–	38[5]	[6]	DR 70-14	–	–	30,22[7]	254,0	–
Hornet, AMX, Matador	H/V 8-304	3,8[1]	1,2	1,9	8,1	1,9	84	15,7	14	90,5	[4]	⅜°±¼°	⅛°±⅛°	1,6-4,7	–	38	[6]	D 78/DR 78-14	–	–	30,22[7]	254,0	–
Matador	N/V 8-360	3,8[1]	–	–	9,1	1,9	84	14,7	14	90,5	1°±½°	⅜°±¼°	⅛°±⅛°	1,6-4,7	–	38	[6]	F/FR 78-14	–	–	30,22[7]	254,0	–
Chrysler Corp.																							
Chrysler																							
Cordoba, Le Baron	V 8-318	3,8[1]	–	–	8,1	2,1	97/101	15,7	16	90,5	¾°±1¼°	½°±½°	¼°±½°	1,6-6,4	–	–	–		–	–	31,75[8]	279,4	–
Cordoba, Newport, New Yorker	V 8-360	3,8[1]	–	–	8,1	2,1	97/101	15,2	16	90,5	¾°±1¼°	½°±½°	¼°±½°	1,6-6,4	–	–	–	GR/HR/JR/LR/FR 78-15	–	–	31,75[8]	279,4	–
Cordoba, Newport, New Yorker	V 8-400	3,8[1]	–	–	8,1	2,1	97/101	15,7	16	90,5	¾°±1¼°	½°±½°	¼°±½°	1,6-6,4	–	–	–	GR 70-15	–	–	31,75[8]	279,4	–
Newport, New Yorker	V 8-440	3,8[1]	–	–	8,1	2,1	101	15,2	16	90,5	¾°±1¼°	½°±½°	¼°±½°	1,6-6,4	–	–	–		–	–	31,75[8]	279,4	–
Dodge																							
Aspen	6-225	3,8[1]	2,3	3,3	8,1	2,1	68	11,4	16	90,5	2½±1°	½°±½°	½°±¼°	1,6-6,4	–	–	–		–	–	25,65[10]	254,0	–
Aspen, Monaco	6-225	3,8[1]	2,3	3,3	8,1	2,1	68/97/101	12,4	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–		–	–	25,65[10]/31,75[8]	254,0/279,4	–
Aspen, Charger SE, Monaco, Royal Monaco	V 8-318	3,8[1]	2,3	3,3	8,1	2,1	76/97/101	15,7	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–		–	–	25,65[10]/31,75[8]	254,0/279,4	–
Aspen, Charger SE, Monaco, Royal Monaco	V 8-360	3,8[1]	–	–	8,1	2,1	76/97/101	15,2	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–	D/E/ER/F/G/H 78-14	–	–	25,65[10]/31,75[8]	254,0/279,4	–
Aspen, Charger SE, Monaco, Royal Monaco	V 8-360	3,8[1]	–	–	8,1	2,1	76/97/101	15,2	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–	E 70-14	–	–	25,65[10]/31,75[8]	254,0/279,4	–
Charger SE, Monaco, Royal Monaco	V 8-400	3,8[1]	–	–	8,1	2,1	97/101	15,7	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–	G/GR/HR/JR/LR 78-15	–	–	31,75[8]	279,4	–
Royal Monaco	V 8-440	3,8[1]	–	–	8,1	2,1	101	15,2	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–	GR 70-15	–	–	31,75[8]	279,4	–
Royal Monaco	V 8-440	3,8[1]	–	–	8,1	2,1	101	15,2	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–		–	–	31,75[8]	279,4	–
Plymouth																							
Volare	6-225	3,8[1]	2,3	–	8,1	2,1	68	11,4	16	90,5	2½±1°	½°±½°	½°±¼°	1,6-6,4	–	–	–				25,65[10]	254,0	–
Volare, Fury	6-225	3,8[1]	2,3	–	8,1	2,1	68/97/101	12,4	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–		–	–	25,65[10]/31,75[8]	254,0/279,4	–
Volare, Fury, Gran Fury	V 8-318	3,8[1]	2,3	–	8,1	2,1	76/97/101	15,7	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–		–	–	25,65[10]/31,75[8]	254,0/279,4	–
Volare, Fury, Gran Fury	V 8-360	3,8[1]	–	–	8,1	2,1	76/97/101	15,2	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–	D/E/ER/F/G/H 78-14	–	–	25,65[10]/31,75[8]	254,0/279,4	–
Volare, Fury, Gran Fury	V 8-360	3,8[1]	–	–	8,1	2,1	76/97/101	15,2	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–	E 70-14	–	–	25,65[10]/31,75[8]	254,0/279,4	–
Fury, Gran Fury	V 8-400	3,8[1]	–	–	8,1	2,1	97/101	15,7	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–	GR/HR/JR/LR 78-15	–	–	31,75[8]	279,4	–
Gran Fury	V 8-440	3,8[1]	–	–	8,1	2,1	101	15,2	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–	GR 70-15	–	–	31,75[8]	279,4	–
Gran Fury	V 8-440	3,8[1]	–	–	8,1	2,1	101	15,2	16	90,5	[9]	½°±½°	½°±½°	1,6-6,4	–	–	–		–	–	31,75[8]	279,4	–
Ford Motor Co.																							
Ford																							
Pinto, Mustang II	Y/4-140	3,8[1]	–	1,3/1,7	[11]	2,1	49/53	8,3	12-16	88,3	[12]	½°±¾°	½°±¾°	3,2	–	–	–	A/B/BR 78-13	–	–	22,09[13]	228,6	–
Pinto, Mustang II	Z/V 6-171	3,8[1]	–	1,3/1,7	[11]	2,1	49/53	8,1	12-16	85,5	[12]	½°±¾°	½°±¾°	3,2	–	–	–	BR/CR 70-13	–	–	22,09[13]	228,6	–
Mustang II	F/V 8-302	3,8[1]	–	1,7	[11]	2,1	49/53	15,5	12-16	88,3	7/8°±¾°	½°±¾°	½°±¾°	3,2	–	–	–	175 SR 13/195-70 R 13	–	–	22,09[13]	228,6	–
Maverick, Granada	T/6-200	3,8[1]	1,7	2,1	6,9	2,1	73	9,4	13	88,3	−½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–		–	–	22,09[13]	254,0	–
Maverick, Granada	L/6-250	3,8[1]	1,7	2,1	7,8	2,1	73	10,0	13	88,3	−½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–		–	–	22,09[13]	254,0	–
Maverick	F/V 8-302	3,8[1]	1,7	–	9,7	2,1	73	12,8	13	88,3	−½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–	C/CR/DR/E/ER/FR 78-14	–	–	22,09[13]	254,0	–
Granada	F/V 8-302	3,8[1]	–	2,1	7,8	2,4	73	13,7	13	88,3	−½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–	DR 70-14	–	–	22,09[13]	254,0	–
LTD II, LTD	F/V 8-302	3,8[1]	–	–	9,7	2,4	99	14,0	13	88,3	4°±¾°	½°±¾°	½°±¾°	3,2	–	–	–		–	–	29,97[15]	280,2	–
Granada	H/V 8-351	3,8[1]	–	2,1	9,7	2,4	73	14,9	14-18	88,3	−½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–	HR/JR 78-14	–	–	22,09[13]	254,0	–
LTD II, LTD	H/V 8-351	3,8[1]	–	–	[14]	2,4	99	16,2	12-16	88,3	4°±¾°	½°±¾°	½°±¾°	3,2	–	–	–	HR/JR/LR 78-15	–	–	29,97[15]	280,2	–
LTD II, LTD	S/V 8-400	3,8[1]	–	–	[14]	2,4	99	16,2	12-16	88,3	4°±¾°	½°±¾°	½°±¾°	3,2	–	–	–	HR70-15	–	–	29,97[15]	280,2	–
LTD II, LTD	A/V 8-460	3,8[1]	–	–	[14]	2,4	99	17,5	12-16	88,3	4°±¾°	½°±¾°	½°±¾°	3,2	–	–	–		–	–	29,97[15]	280,2	–
Lincoln																							
Versailles	H/V 8-351	3,8[1]	–	–	[14]	2,4	73	16,2	14-18	88,3	2°±¾°	½°±¾°	¼°±¾°	–	–	–	–	DR/E/ER 78-14	–	–	29,97[15]	280,2	–
Continental Mk V	S/V 8-400	3,8[1]	–	–	[14]	2,4	98	16,7	14-18	88,3	2°±¾°	½°±¾°	¼°±¾°	4,7	–	–	–	DR/LR-78-15	–	–	29,97[15]	280,2	–
Continental, Continental Mk V	A/V 8-460	3,8[1]	–	–	11,9	2,4	98	17,6	12-16	88,3	2°±¾°	½°±¾°	¼°±¾°	[16]	–	–	–	230-15	–	–	29,97[15]	280,2	–

[1] Bij het filter verwisselen 1 l extra
[2] Pacer = 1,7 l
[3] Pacer = 13,3 l
[4] Gremlin, Hornet = 0°±½°, Pacer, Matador = 1°±½°
[5] Pacer = 35°
[6] Wiel volledig uitgeslagen
[7] Toelaatbare remschijfdikte = 28,5 mm
[8] Toelaatbare remschijfdikte = 29,97 mm
[9] Aspen = 2½°±1°, alle andere met stuurbe krachtiging = ¾°±1¼°, zonder stuurbe krachtiging = −½°±1¼°
[10] Toelaatbare remschijfdikte = 23,88 mm
[11] Bak c–3 = 7,6 l, bak C–4 = 7,0 l
[12] Pinto = 1°±¾°, Pinto-Stationswagen = ¼°±¾°, Mustang II = 7/8°±¾°
[13] Toelaatbare remschijfdikte = 20,57 mm
[14] Bak C–4 = 9,8 l, bak FMX = 10,5 l, bak C–6 = 11,6 l
[15] Toelaatbare remschijfdikte = 28,45 mm
[16] Lincoln = 3,2 mm, Mark IV = 4,7 mm

merk en model	motorgegevens								kleppen										afstelling						
	motortype	cilinderaantal	boring (mm)	slag (mm)	cilinderinhoud (l)	max. vermogen (PK bij omw./min.) (DIN)	kompressieverhouding : 1	kompressiedruk (kg/cm²)	klepzetelhoek (°) inlaat zetel	klepzetelhoek (°) inlaat klep	klepzetelhoek (°) uitlaat zetel	klepzetelhoek (°) uitlaat klep	klepsteeldiameter (mm) inlaat	klepsteeldiameter (mm) uitlaat	klepspeling (mm) K = koud, W = warm inlaat	klepspeling (mm) K = koud, W = warm uitlaat	inlaatklep opent (°) v = voor, n = na B.D.P.	plaats van het afstelmerkteken...uitvoering van het afstelmerkteken	ontstekingstijdstip met een afstellamp (° bij omw./min.) v = voor, n = na B.D.P. handgeschakelde bak	ontstekingstijdstip met een afstellamp (° bij omw./min.) v = voor, n = na B.D.P. automatische bak	plaats van het afstelmerkteken...uitvoering van het afstelmerkteken	stationair/toerental van de motor omw./min. handgeschakelde bak	stationair/toerental van de motor omw./min. autom. bak N = Neutral D = Drive	Co gehalte bij stationair toerental (Vol.-%)	benzine pompdruk en psi (lbs. sq. in.)
Ford Motor Co. (Forts.)																									
Mercury Bobcat	Y/4-140[2]	4	96,037	79,400	2,300	89/4800	9,0	–	44	45	44	45	8,687-8,704	8,664-8,682	0,20[4]	0,25[4]	22° v	ST ●	6° v/850	20° v/800	KP<S	850	800 D		3½-4½
Bobcat	Z/V 6-171[2]	6	92,964	88,580	2,800	93/4200	8,7	–	44	45	44	45	8,019-8,044	7,998-8,016	0,35K	0,40K	20° v	ST ●	10° v/850	12° v/700	KP<S	850	700 D		3½-5¾
Comet, Monarch	T/6-200[1]	6	93,548	79,400	3,278	[5]	8,5	–	45	44	45	44	7,874-7,892	7,869-7,887	hydr.[8]	hydr.[8]	20° v	ST ●	6° v/800	6° v/800	KP<S	800	800 D		5-7
Comet, Monarch	L/6-250[1]	6	93,523	99,314	4,098	98/3400	8,1	–	45	44	45	44	7,874-7,892	7,869-7,887	hydr.[8]	hydr.[8]	18° v	ST ●	4° v/850	–	KP<S	850	–		5-7
Comet	F/V 8-302[2]	8	101,600	76,200	4,950	137/3600	8,4	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[9]	hydr.[9]	20° v	ST ●	–	2° v/800	KP<S	–	600 D		6-8
Monarch	F/V8-302[2]	8	101,600	76,200	4,950	[6]	8,4	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[9]	hydr.[9]	20° v	ST ●	–	2° v/800	KP<S	–	600 D		6-8
Cougar	F/V8-302[2]	8	101,600	76,200	4,950	130/3400	8,4	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[9]	hydr.[9]	20° v	ST ●	–	2° v/800	KP<S	–	600 D		6-8
Monarch	H/V 8-351[2]	8	101,600	88,900	5,753	135/3200	8,3	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[10]	hydr.[10]	18° v	ST ●	–	14° v/625	KP<S	–	625 D		6-8
Cougar	H/V 8-351[2]	8	101,600	88,900	5,753	149/3600[7]	8,3[7]	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[10]	hydr.[10]	23° v	ST ●	–	10° v/600	KP<S	–	600 D		6-8
Cougar, Marquis	S/V 8-400[2]	8	101,600	101,600	6,556	173/3800	8,0	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[10]	hydr.[10]	17° v	ST ●	–	8° v/600	KP<S	–	600 D		6-8
Marquis	A/V 8-460[3]	8	110,744	97,790	7,539	197/4000	8,0	–	45	44	45	44	8,676-8,694	8,676-8,694	hydr.[11]	hydr.[11]	8° v	ST ●	–	–	KP<S	–	650 D		7,2-8,2
Thunderbird																									
	F/V8-302[2]	8	101,600	76,200	4,950	130/3400	8,4	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[9]	hydr.[9]	23° v	ST ●	–	2° v/800	KP<S	–	600 D		5½-6½
	H/V8-351[2]	8	101,600	88,900	5,753	149/3200[7]	8,3[7]	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[10]	hydr.[10]	23° v	ST ●	–	14° v/085	KP<S	–	625 D		6½-7½
	S/V8-400[2]	8	101,600	101,600	6,556	173/3800	8,0	–	45	44	45	44	8,676-8,694	8,663-8,682	hydr.[10]	hydr.[10]	17° v	ST ●	–	8° v/800	KP<S	–	600 D		6½-7½
General Motors Corp.																									
Buick																									
Skyhawk, Skylark, Century, Le Sabre	S/V6-231[2]	6	96,520	86,360	3,786	105/3200	8,1	–	45	45	45	45	8,648-8,666	8,648-8,666	hydr.	hydr.	17° v	ST ●	12° v/600/800	12° v/600/800	KP<S	500/800	600/800		4-5
Skylark	Y/V8-301[2]	8	101,600	76,200	4,933	135/4000	8,2	–	46	45	46	45	8,636	8,636	hydr.	hydr.	[13]	ST ●	16° v/750/875	12° v/550/650	KP<S	750/875	550/650		7-8½
Century, Le Sabre, Electra, Riviera	F/V8-350[2]	8	96,520	97,790	5,737	140/3200[12]	8,0	–	45	45	45	45	9,449-9,474	9,449-9,474	hydr.	hydr.	13,5° v	ST ●	–	12° v/600	KP<S	–	600		5-6½
Skylark, Century, Le Sabre, Electra, Riviera	Q/T/V8-350[2]	8	103,048	85,979	5,737	170/3800	8,0	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	18° v	ST ●	–	20° v/1400	KP<S	–	550/650		5½-6½
Century, Le Sabre, Electra, Riviera	U/V8-403[3]	8	110,515	85,979	6,605	185/3600	8,0	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	18° v	ST ●	–	20° v/1400	KP<S	–	550/650		5½-6½
Cadillac																									
Seville	V8-350[14]	8	103,048	85,979	5,737	180/4400	8,0	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	16° v	ST ●	–	10° v/650	KP<S	–	650 D		5¼-6½
De Ville, Fleetwood, Eldorado	V8-425[3]	8	103,682	103,124	6,966	180/4000	8,2	–	45	44	45	44	8,669-8,687	8,664-8,682	hydr.	hydr.	11° v	ST ●	–	18° v/600	KP<S	–	600 D		5¼-6½
De Ville, Fleetwood, Eldorado	V8-425[14]	8	103,682	103,124	6,966	195/3800	8,2	–	45	44	45	44	8,669-8,687	8,664-8,682	hydr.	hydr.	11° v	ST ●	–	18° v/650	KP<S	–	650 D		5¼-6½
Chevrolet																									
Chevette	C/4-85	4	82,000	66,200	1,400	52/5300	8,5	–	46	45	46	45	7,970-7,985	7,950-7,965	hydr.	hydr.	29° v	–	12° v/800	12° v/800	KP<S	800	800 D		5-6½
Chevette	C/4-97[1]	4	82,000	75,700	1,600	60/5300	8,5	–	46	45	46	45	7,970-7,985	7,950-7,965	hydr.	hydr.	29° v	–	7° v/800	7° v/800	KP<S	800	800 D		5-6½
Vega, Monza	C/4-140[2]	4	88,900	92,075	2,285	84/4400	8,0	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.[15]	hydr.[15]	34° v	ST ●	2° v/700	0°/650	KP<S	700	650 D		3-4½
Nova, Camaro, Chevelle, Impala, Caprice	CC/CK/6-250[1]	6	98,425	89,662	4,098	110/3800	8,25	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.[15]	hydr.[15]	16° v	ST ●	6° v/800	8° v/800	KP<S	800	600 D		4-5
Monza, Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CP/C2/V8-305[2]	8	94,894	88,392	4,999	145/3800	8,5	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.[15]	hydr.[15]	28° v	ST ●	8° v/700	8° v/500	KP<S	700	500 D		7½-9
Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CK/CL/CM/V8-350[3]	8	101,600	88,392	5,737	170/3800	8,5	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.[15]	hydr.[15]	28 ° v	ST ●	8° v/700	8° v/500	KP<S	700	500 D		7½-9
Corvette	CK/V8-350[3]	8	101,600	88,392	5,737	180/4000	8,5	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.[15]	hydr.[15]	28° v	ST ●	8° v/700	8° v/500	KP<S	700	500 D		7½-9
Corvette	CL/V8-350[3]	8	101,600	88,392	5,737	210/5200	9,0	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.[15]	hydr.[15]	52° v	ST ●	12° v/800	12° v/700	KP<S	800	700 D		7½-9
Oldsmobile																									
Starfire	C/4-140[2]	4	88,900	92,075	2,285	84/4400	8,0	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.	hydr.	34° v	ST ●	0°/700	2° v/650	KP<S	700	650 D		3-4½
Starfire, Omega, Cutlass, Delta 88, 98	S/F/V6-231[2]	6	96,520	86,360	3,786	105/3200	8,0	–	45	45	45	45	8,641-8,666	8,649-8,666	hydr.	hydr.	17° v	ST ●	12° v/500	12° v/600	KP<S	500	600 D		4-5
Omega, Cutlass, Delta 88, 98	Q/V8-260[2]	8	88,900	85,979	4,261	110/3400	8,0	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	14° v	ST ●	16° v/1100	18° v/1100	KP<S	750	650 D		5½-6½
Omega, Cutlass, Delta 88, 98	CP/V8-305[2]	8	94,894	88,392	4,999	145/3800	8,5	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.	hydr.	16° v	ST ●	8° v/700	8° v/500	KP<S	700	650 D		5½-6½
Omega, Cutlass, Delta 88, 98	CK/CT/V8-350[3]	8	103,048	85,979	5,737	170/3800	8,0	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	16° v	ST ●	–	8° v/650	KP<S	–	650 D		5½-6½
Cutlass, Delta 88, 98	U/V8-403[3]	8	110,515	85,979	6,605	185/3600	8,0	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	16° v	ST ●	–	24° v/1100	KP<S	–	650 D		5½-6½
Toronado	U/V8-403[3]	8	110,515	85,979	6,605	200/3600	8,0	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	16° v	ST ●	–	24° v/1100	KP<S	–	700 D		5½-6½
Pontiac																									
Astre, Sunbird	C/4-140[2]	4	88,900	92,075	2,285	84/4400	8,0	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.	hydr.	34° v	ST ●	0°/700	2° v/650	KP<S	700	650 D		3-4½
Astre, Sunbird	W/Y/Z/4-151[2]	4	101,600	76,200	2,475	87/4400	8,0	–	46	45	46	45	8,636	8,636	hydr.	hydr.	23° v	ST ●	14° v/500	14° v/500	KP<S	500	500 D		3-4½
Sunbird, Ventura, Firebird, Le Mans, Catalina, Bonneville	S/V6-231[2]	6	96,520	86,360	3,786	105/3200	8,0	–	45	45	45	45	8,641-8,666	8,648-8,666	hydr.	hydr.	17° v	ST ●	12° v/600	12° v/600	KP<S	600	600 D		4¼-5¾
Ventura, Firebird, Le Mans, Catalina, Bonneville, Grand Prix	U/V8-301[2]	8	101,600	76,200	4,933	135/4000	8,2	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.	hydr.	[13]	ST ●	16° v/850	12° v/550	KP<S	750	550 D		5½-6½
Ventura	CP/C2/V8-305[2]	8	94,894	88,392	4,999	145/3800	8,5	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.	hydr.	28° v	ST ●	8° v/700	8° v/500	KP<S	700	500 D		5½-6½
Ventura	Q/T/V8-350[3]	8	101,600	88,392	5,737	170/3800	8,5	–	46	45	46	45	8,661-8,679	8,661-8,679	hydr.	hydr.	29° v	ST ●	8° v/700	8° v/500	KP<S	700	500 D		5½-6½
Catalina, Bonneville	CK/CT/V8-350[3]	8	103,048	85,979	5,737	170/3800	8,0	–	30	29	45	44	8,666-8,684	8,654-8,671	hydr.	hydr.	16° v	ST ●	–	20° v/1100	KP<S	–	550 D		5½-6½
Firebird, Le Mans, Grand Prix	Y/W/V8-350[3]	8	98,552	95,250	5,737	170/4000	7,6	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	28° v	ST ●	–	16° v/575	KP<S	–	575 D		5½-6½
Firebird, Le Mans, Grand Prix	Y/V8-400[3]	8	104,648	95,250	6,556	180/3600	7,6	–	30	29	45	44	8,666-8,684	8,654-8,671	hydr.	hydr.	29° v	ST ●	18° v/775	16° v/575	KP<S	775	575 D		5½-6½
Firebird, Le Mans, Catalina, Bonneville	U/V/V8-403[3]	8	110,515	85,979	6,605	185/3600	8,0	–	45	44	31	30	8,699-8,717	8,687-8,705	hydr.	hydr.	16° v	ST ●	–	22° v/1100	KP<S	–	550 D		5½-6½

[1] Met enkelvoudige karburator
[2] Met dubbele karburator
[3] Met viervoudige karburator
[4] Warm of koud
[5] Met mechanische bak = 96 pk/4400 omw/min, met automatische bak = 97 pk/4400 omw/min
[6] Met mechanische bak = 122 pk/3200 omw/min, met automatische bak = 134 pk/3600 omw/min
[7] Of 161 pk/3600 omw/min, kompressieverhouding = 8,0:1
[8] Speling = 2,0–5,3 mm, met klepstoter comprimiert
[9] Speling = 1,8–4,3 mm, met klepstoter comprimiert
[10] Speling = 2,5–5,0 mm, met ingedrukte klepstoter
[11] Speling = 1,9–4,4 mm, met ingedrukte klepstoter
[12] Of 155 pk/3400 omw/min
[13] Met mechanische bak = 31 °v, met automatische bak = 27 °v.
[14] Met benzine-inspuiting
[15] Na het opheffen van de speling de schroef ¾ omwenteling aandraaien

KP<S = Krukaspoulie, kerf en schaal verdeling
ST = Distributie wielen
Tekens: ● = Center, < = kerf, S = schaal

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merk en model	motortype	aanhaalmomenten voor belangrijke bouten en moeren in mkg (1mkg = 7,23 ft. lbs.)																
		motor												onderstel				diversen
		cilinderkap	drijfstang	krukashoofdlagers	klepruimelaars of nokkenaslagers	inlaatspruitstuk	uitlaatspruitstuk	krukaspoelie	vliegwiel	motorophanging	bougies	inspuitpomp	inspuitverstuivers	wielbouten	wielophanging	wiellagers	stuurarm	ventilatietuig
Ford Motor Co. (Forts.)																		
Mercury Bobcat	Y/4-140	11,0-12,5	4,2-5,0	11,0-12,5	–	1,9-2,9	2,2-3,2	13,8-16,6	7,5-8,6	–	0,7-1,4	–	–	–	–	–	–	0,6-1,0
Bobcat	Z/V6-171	9,0-11,0	2,9-3,5	9,0-10,4	6,0-6,8	2,1-2,5	2,2-3,2	12,7-14,2	6,5-7,1	–	1,4-2,1	–	–	–	–	–	–	0,4-0,7
Comet, Monarch	T/6-200	9,7-10,4	2,9-3,6	8,3-9,7	2,4-3,2	–	2,5-3,3	11,8-13,8	10,4-11,8	–	2,7-3,5	–	–	–	–	–	–	0,4-0,7
Comet, Monarch	L/6-250	9,7-10,4	2,9-3,6	8,3-9,7	4,1-4,8	–	2,5-3,3	9,7-12,4	10,4-11,8	–	2,7-3,5	–	–	–	–	–	–	0,4-0,7
Comet	F/V8-302	9,0-10,0	2,6-3,3	8,3-9,7	2,4-3,2	3,2-3,5	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Monarch	F/V8-302	9,0-10,0	2,6-3,3	8,3-9,7	2,4-3,2	3,2-3,5	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Cougar	F/V8-302	9,0-10,0	2,6-3,3	8,3-9,7	2,4-3,2	3,2-3,5	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Monarch	H/V8-351	[4]	5,5-6,2	13,1-14,5	2,4-3,5	3,2-3,5	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Cougar	H/V8-351	[4]	5,5-6,2	[5]	2,4-3,5	[6]	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Cougar, Marquis	S/V8-400	13,2-14,5	5,5-6,2	[5]	2,5-3,5	[6]	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
Marquis	A/V8-460	18,0-19,4	5,5-6,2	13,1-14,5	2,5-3,5	3,0-4,4	3,9-4,6	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,7-0,8
Thunderbird																		
	F/V8-302	9,0-10,0	5,5-6,2	[5]	2,4-3,5	[6]	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
	H/V8-351	–	5,5-6,2	[5]	2,5-3,5	[6]	2,5-3,3	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,4-0,7
	S/V8-400	13,2-14,5	5,5-6,2	13,1-14,5	2,5-3,5	3,0-4,4	3,9-4,6	9,7-12,4	10,4-11,8	–	1,0-2,1	–	–	–	–	–	–	0,7-0,8
General Motors Corp.																		
Buick																		
Skyhawk, Skylark, Century, Le Sabre	S/V6-231	11,1	5,5	13,8	4,2	6,2	3,5	24,2	8,3	–	2,8	–	–	–	–	–	–	0,6
Skylark	J/V8-301	12,4	4,8	8,3[7]	–	5,5	4,8	22,1	13,1	–	2,1	–	–	–	–	–	–	1,0
Century, Le Sabre, Electra, Riviera	F/V8-350	11,1	5,5	13,8	4,2	6,2	3,5	24,2	8,3	–	2,8	–	–	–	–	–	–	0,6
Skylark, Century, Le Sabre, Electra, Riviera	Q/T/V8-350	11,8	5,8	13,8[8]	–	5,5	3,5	35,9	8,3	–	3,5	–	–	–	–	–	–	–
Century, Le Sabre, Electra, Riviera	U/V8-403	11,8	5,8	13,8[8]	–	5,5	3,5	35,9	8,3	–	3,5	–	–	–	–	–	–	–
Cadillac																		
Seville	V8-350	11,8	5,8	11,1[8]	–	5,5	3,5	42,8	8,3	–	3,5	–	–	–	–	–	–	1,0
De Ville, Fleetwood, Eldorado	V8-42,5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
De Ville, Fleetwood, Eldorado	V8-42,5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Chevrolet																		
Chevette	C/4-85	–	5,1	6,4	10,4	2,2	3,0	10,4	6,4	–	2,1	–	–	–	–	–	–	1,9
Chevette	C/4-97	–	5,1	6,4	10,4	2,2	3,0	10,4	6,4	–	2,1	–	–	–	–	–	–	1,9
Vega, Monza	C/4-140	8,3	4,8	9,0	–	4,1	4,1	11,1	9,0	–	2,8	–	–	–	–	–	–	92,2[1]
Nova, Camaro, Chevelle, Impala, Caprice	CC/CK/6-250	13,1[9]	4,8	9,0	–	–	4,1	8,3	8,3	–	2,1	–	–	–	–	–	–	92,2[1]
Monza, Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CP/C2/V8-305	9,0	6,2	9,7	6,9	4,1	2,8	8,3	8,3	–	2,1	–	–	–	–	–	–	51,8[1]
Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CK/CL/CM/V8-350	9,0	6,2	9,7	6,9	4,1	2,8[10]	8,3	8,3	–	2,1	–	–	–	–	–	–	51,8[1]
Corvette	CK/V8-350	9,0	6,2	9,7	6,9	4,1	2,8[10]	8,3	8,3	–	2,1	–	–	–	–	–	–	51,8[1]
Corvette	CL/V8-350	9,0	6,2	9,7	6,9	4,1	2,8[10]	8,3	8,3	–	2,1	–	–	–	–	–	–	51,8[1]
Oldsmobile																		
Starfire	C/4-140	8,3	4,8	9,0	–	4,1	4,1	11,1	9,0	–	2,8	–	–	–	–	–	–	92,2[1]
Starfire, Omega, Cutlass, Delta 88, 98	S/F/V6-231	11,1	5,5	15,9	4,1	6,2	3,5	24,2	8,3	–	2,8	–	–	–	–	–	–	0,6
Omega, Cutlass, Delta 88, 98	Q/V8-260	11,8	5,8	11,1[8]	3,5	5,5	3,5	42,8	[12]	–	3,5	–	–	–	–	–	–	1,0
Omega, Cutlass, Delta 88, 98	CP/V8-305	9,0	6,2	9,7	6,9	4,1	2,8	8,3	8,3	–	2,1	–	–	–	–	–	–	51,8[1]
Omega, Cutlass, Delta 88, 98	CK/CT/V8-350	18,0	5,8	11,1[8]	3,5	5,5	3,5	42,8	[12]	–	3,5	–	–	–	–	–	–	1,0
Cutlass, Delta 88, 98	U/V8-403	18,0	5,8	11,1[8]	3,5	5,5	3,5	42,8	[12]	–	3,5	–	–	–	–	–	–	1,0
Toronado	U/V8-403	18,0	5,8	11,1[8]	3,5	5,5	3,5	42,8	[12]	–	3,5	–	–	–	–	–	–	1,0
Pontiac																		
Astre, Sunbird	C/4-140	8,3	4,8	9,0	–	4,1	4,1	11,1	9,0	–	2,8	–	–	–	–	–	–	92,2[1]
Astre, Sunbird	W/Y/Z/4-151	13,1	4,4	9,0	2,8	[11]	[11]	22,1	7,6	–	2,1	–	–	–	–	–	–	1,0
Sunbird, Ventura, Firebird, Le Mans, Catalina, Bonneville	S/VC-231	11,1	5,5	15,9	4,1	6,2	3,5	24,2	8,3	–	2,8	–	–	–	–	–	–	0,6
Ventura, Firebird, Le Mans, Catalina, Bonneville, Grand Prix	U/V8-301	12,4	4,8	8,3[7]	2,8	5,5	4,8	22,1	13,1	–	2,1	–	–	–	–	–	–	1,0
Ventura	CP/C2/V8-305	9,0	6,2	9,7	–	4,1	2,8[10]	8,3	8,3	–	2,1	–	–	–	–	–	–	51,8[1]
Ventura	Q/T/V8-350	9,0	6,2	9,7	–	4,1	2,8[10]	8,3	8,3	–	2,1	–	–	–	–	–	–	51,8[1]
Catalina, Bonneville	CK/CT/V8-350	13,1	5,9	13,8[8]	2,8	5,5	4,1	22,1[3]	13,1	–	2,1	–	–	–	–	–	–	1,1
Firebird, Le Mans, Grand Prix	Y/W/V8-350	11,8	5,8	11,1	3,5	5,5	3,5	36,0	8,3	–	3,5	–	–	–	–	–	–	–
Firebird, Le Mans, Grand Prix	Y/V8-400	13,1	5,9	13,8[8]	2,8	5,5	4,1	22,1	13,1	–	2,1	–	–	–	–	–	–	1,1
Firebird, Le Mans, Catalina, Bonneville	U/V/V8-403	11,8	5,8	11,1	3,5	5,5	3,5	36,0	8,3	–	3,5	–	–	–	–	–	–	–

[1] cmkg
[2] Opgeperst
[3] Min. aanhaalmoment
[4] Windsor-Motor = 14,5–15,5 mkg, Cleveland-Motor = 13,1–14,5 mkg
[5] ½″-Bouten = 13,1–14,5 mkg, ⅜″-Bouten = 4,8–6,2 mkg
[6] 5/16″-Bouten = 2,9–3,5 mkg; ⅜″-Bouten = 3,7–4,6 mkg
[7] Achterste lager = 13,8 mkg
[8] Achterste lager = 16,6 mkg
[9] Linkervoorbouten = 11,8 mkg
[10] Binnenste bouten = 4,1 mkg
[11] Bouten = 5,5 mkg, moeren = 4,1 mkg
[12] Met mechanische bak = 12,4 mkg, met automatische bak = 8,3 mkg

merk en model	motortype	bougies: merk en type (originele uitvoering) Al = Autolite (Motorcraft) Ch = Champion	bougies: electrode afstand (mm)	bobine: primaire weerstand bij 24 °C (Ω)	bobine: secundaire weerstand bij 24 °C (Ω)	bobine: voorschakelweerstand bij 24 °C (Ω)	ontsteking: kontakthoek v/d Kontaktpunten of % (°)	ontsteking: ontstekingstijdstip met een afstellamp (° bij omw./m.n.) v = voor, n = na B.D.P.: handgeschakelde bak	ontsteking: ontstekingstijdstip automatische bak	automatische vervroeging in krukasgraden: stroomverdeler no.	vacuum (°/mmHg): begin	vacuum: maximum	centrifugaal (°/omw./min.): begin	centrifugaal: tussenwaarde	centrifugaal: maximum	ontstekingsvolgorde
Ford Motor Co. (Forts.)																
Mercury Bobcat	Y/4-140	Al-AWRT-42	0,86	–	–	–	[1]	6°v/850	20°v/800							c
Bobcat	Z/V6-171	Al-AWRF-42	0,86	–	–	–	[1]	10°v/850	12°v/700							d
Comet, Monarch	T/6-200	Al-BRF-82	1,27	–	–	–	[1]	6°v/800	6°v/800	D 5 ZE-EA	0°/4"	10½°/7"	0-4°/1350	15-19½°/3000	28°/4500	d
Comet, Monarch	L/6-250	Al-BRF-82	1,27	–	–	–	[1]	4°v/850	–	D 5 ZE-AA	0°/4,8"	10½°/7½"	0-4°/1200	4½-10°/2000	20½-26°/5000	d
Comet	F/V8-302	Al-ARF-52	1,27	–	–	–	[1]	–	2°v/800	7 5 TI-EA	0°/4¼"	6°/8¾"	0-4°/1300	10-14°/2400	15-20°/4000	e
Monarch	F/V8-302	Al-ARF-52	1,27	–	–	–	[1]	–	2°v/800	7 5 TI-NA	0°/4¼"	7°/9½"	0-4°/1300	10½-15½°/2400	18-24°/5000	e
Cougar	F/V8-302	Al-ARF-52	1,27	–	–	–	[1]	–	2°v/800	D 5 DE-AFA	0°/5"	20,5°/15"	1,5-2,5°/1000	6-10,5°/1400	13°/2000	e
Monarch	H/V8-351	Al-ARF-52	1,27	–	–	–	[1]	–	14°v/625	D 6 DE-JA	0°/5"	26,5°/15"	2-8°/1000	10-14°/1400	19°/2000	f
Cougar	H/V8-351	Al-ARF-52	1,27	–	–	–	[1]	–	10°v/800	D 6 DE-AA	0°/5"	30,5°/15"	0,5-4,5°/1000	8-12°/1400	15°/2000	f
Cougar, Marquis	S/V8-400	Al-ARF-52	1,27	–	–	–	[1]	–	8°v/800							f
Marquis	A/V8-460	Al-ARF-52	1,52	–	–	–	[1]	–	–							f
Thunderbird																
	F/V8-302	Al-ARF-52	1,27	–	–	–	[1]	–	2°v/800	D 6 VE-AA	0°/5"	27°/15"	0-5°/1000	9-13°/1400	18°/2000	e
	H/V8-351	Al-ARF-52	1,27	–	–	–	[1]	–	14°v/685	D 6 VI-HA	0°/5"	26,5°/15"	0,4-5°/1000	12-19°/1400	23,5°/2000	f
	S/V8-400	Al-ARF-52	1,27	–	–	–	[1]	–	8°v/800	D 6 VI-CA	0°/5"	20,5°/15"	0-3°/1000	12-19°/1400	20,5°/2000	f
General Motors Corp.																
Buick																
Skyhawk, Skylark, Century, Le Sabre	S/V6-231	AC-R46TS	1,02	–	–	–	[1]	12°v/500/800	12°v/600/800							g
Skylark	Y/V8-301	AC-R46TSX	1,52	–	–	–	[1]	16°v/750/875	12°v/550/650	1110677	0°/6"	34,4°/20"	0°/1530	17,8-22°/3600	18-22°/5000	h
Century, Le Sabre, Electra, Riviera	F/V8-350	AC-R46TS	1,02	–	–	–	[1]	–	12°v/600	1110686	0°/6"	9,4°/20"	0°/1770	17,8-22°/3600	17,4-22°/5000	h
Skylark, Century, Le Sabre, Electra, Riviera	Q/T/V8-350	AC-R46TS	1,02	–	–	–	[1]	–	20°v/1400	1110694	0°/3,5"	31°/20"	0°/1520	17,8-22°/3600	18-22°/5000	h
Century, Le Sabre, Electra, Riviera	U/V8-403	AC-R46SZ	1,52	–	–	–	[1]	–	20°v/1400							h
Cadillac																
Seville	V8-350	AC-R47SX	1,52	–	–	–	[1]	–	10°v/850	–	–	–	–	–	–	h
De Ville, Fleetwood, Eldorado	V8-425	AC-R45NSX	1,52	–	–	–	[1]	–	18°v/600	–	–	–	–	–	–	i
De Ville, Fleetwood, Eldorado	V8-425	AC-R45NSX	1,52	–	–	–	[1]	–	18°v/650	–	–	–	–	–	–	i
Chevrolet																
Chevette	C/4-85	AC-R43TS	0,89	–	–	–	[1]	12°v/800	12°v/800	1110687 1110693 1110702	0°/4"	27-30°/12"	0°/1200	8°/2000	20°/4800	c
Chevette	C/4-97	AC-R43TS	0,89	–	–	–	[1]	7°v/800	7°v/800	1110703	0°/4"	30°/12"	0°/1200	8°/2000	24°/4800	c
Vega, Monza	C/4-140	AC-R43TS	0,89	–	–	–	[1]	2°v/700	0°/650	1103229	0°/3,5"	20°/12"	0°/1200	6°/1800	20°/4400	c
Nova, Camaro, Chevelle, Impala, Caprice	CC/CK/6-250	AC-R46TS	0,89	–	–	–	[1]	6°v/800	8°v/600	1103230	0°/3,5"	20°/9"	0°/1200	6°/1800	20°/4400	a
Monza, Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CP/C2/V8-305	AC-R45TS	1,14	–	–	–	[1]	8°v/700	8°v/500	1103231	0°/3,5"	20°/12"	0°/1200	–	20°/4400	h
Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CK/CL/CM/V8-350	AC-R45TS	1,14	–	–	–	[1]	8°v/700	8°v/500	1103239	0°/3"	17°/11"	0-4°/1400	15-17°/2700	22°/4200	h
Corvette	CK/V8-350	AC-R45TS	1,14	–	–	–	[1]	8°v/700	8°v/500	1103244	–	–	–	–	–	h
Corvette	CL/V8-350	AC-R45TS	1,14	–	–	–	[1]	12°v/800	12°v/700	1103246	0°/3"	19°/13"	0°/1200	10-14°/2000	24°/4200	h
										1103248	0°/3"	12°/9"	0°/1200	10-14°/2000	24°/4200	–
Oldsmobile										1103252	–	–	–	–	–	–
Starfire	C/4-140	AC-R43TS	0,89	–	–	–	[1]	0°/700	2°v/650	1103256	–	–	–	–	–	c
Starfire, Omega, Cutlass, Delta 88, 98	S/F/V6-231	AC-R46TS	1,01	–	–	–	[1]	12°v/500	12°v/600	1103257	0°/5"	20°/10"	0°/1200	4°/1400	17°/3600	g
Omega, Cutlass, Delta 88, 98	Q/V8-260	AC-R46SZ	1,52	–	–	–	[1]	16°v/1100	18°v/1100	1103259	0°/8"	24°/13"	0°/1000	–	19°/4000	h
Omega, Cutlass, Delta 88, 98	CP/V8-305	AC-R45TS	1,14	–	–	–	[1]	8°v/700	8°v/500	1103260	0°/8"	24°/13"	0°/1000	–	19°/4000	h
Omega, Cutlass, Delta 88, 98	CK/CT/V8-350	AC-R46SZ	1,52	–	–	–	[1]	–	8°v/850	1103262	0°/4"	30°/11"	0°/810	17°/2370	26°/4460	h
Cutlass, Delta 88, 98	U/V8-403	AC-R46SZ	1,52	–	–	–	[1]	–	24°v/1100	1103263	0°/3,5"	20°/9"	0°/1200		20°/4400	h
Toronado	U/V8-403	AC-R46SZ	1,52	–	–	–	[1]	–	24°v/1100	1103264	0°/5"	16°/11"	0°/1000	–	13°/3600	h
										1103266	0°/5"	16°/11"	0°/1000	–	19°/4000	–
Pontiac										1103269	0°/5"	20°/10"	0°/1000	9°/2000	17°/4600	–
Astre, Sunbird	C/4-140	AC-R43TS	0,89	–	–	–	[1]	0°/700	2°v 650	1103271	0°/5"	25°/11"	0°/1000	8°/1400	20°/4400	c
Astre, Sunbird	W/Y/Z/4-151	AC-R44TSX	1,52	–	–	–	[1]	14°v/500	14°v/500	1103272	0°/4"	25°/12"	0°/830	10°/1800	21,5°/3430	c
Sunbird, Ventura, Firebird, Le Mans, Catalina, Bonneville	S/VC-231	AC-R44TS	1,02	–	–	–	[1]	12°v/600	12°v/600	1103273	0°/4"	25°/12"	0°/1000	17°/2600	19°/3600	g
Ventura, Firebird, Le Mans, Catalina, Bonneville, Grand Prix	U/V8-301	AC-R46TSX	1,52	–	–	–	[1]	16°v/850	12°v/550	1103276	0°/5"	20°/10"	0°/800	4°/1000	–	h
Ventura	CP/C2/V8-305	AC-R45TS	1,14	–	–	–	[1]	8°v/700	8°v/500	1103278	0°/5"	20°/10"	0°/1200	4°/1400	16°/4400	h
Ventura	Q/T/V8-350	AC-R45TS	1,14	–	–	–	[1]	8°v/700	8°v/500	1110538	0°/5"	24°/10"	0°/850	8°/1200	17°/2000	h
Catalina, Bonneville	CK/CT/V8-350	AC-R46SZ	1,52	–	–	–	[1]	–	20°v/1100	1110539	0°/5"	24°/10"	0°/850	8°/1200	17°/2000	h
Firebird, Le Mans, Grand Prix	Y/W/V8-350	AC-R45TSX	1,52	–	–	–	[1]	–	16°v/575	1110677	0°/6"	25,5°/20"	0-4,4°/1530	18-22°/3600	22°/5000	h
Firebird, Le Mans, Grand Prix	Y/V8-4003	AC-R45TSX	1,52	–	–	–	[1]	18°v/775	16°v/575	1110678	0°/4"	24°/15"	0°/1000	7°/1600	20°/4100	h
Firebird, Le Mans, Catalina, Bonneville	U/V/V8-403	AC-R46SZ	1,52	–	–	–	[1]	–	22°v/1100	1110681	0°/4"	15°/12"	0°/1000	7°/1600	20°/4200	h
										1110686	0°/6"	9,5°/20"	0-4,3°/1880	6-11°/2600	22°/5000	

[1] Kontaktpuntloze elektronische ontsteking

a 1–5–3–6–2–4
c 1–3–4–2
d 1–4–2–5–3–6 (1e cilinder rechts)
e 1–5–4–2–6–3–7–8 (1e cilinder rechts)
f 1–3–7–2–6–5–4–8 (1e cilinder rechts)
g 1–6–5–4–3–2 (1e cilinder links)
h 1–8–4–3–6–5–7–2 (1e cilinder links)
i 1–5–6–3–4–2–7–8 (1e cilinder links)

autotype	carburator type	hoogste vlotter stand p	diepste vlotter stand q	vlotter kamer beluchting d	acceleratie pomp afstelling n	Choke Rod Setting o	versneld stationair afstelling (omw./min.) m	choke afstelling g	choke afstelling bij vol gas h
	Delco/Rochester carburateur								
Verschiedene Wagenmodelle	1 ME-17057013-15	3/8"	–	–	–	.100"	2000	2 Rich	.325"
	1 ME-17057016	3/8"	–	–	–	.095"	2000	1 Lean	.325"
	1 ME-17057018	3/8"	–	–	–	.085"	2000	2 Rich	.325"
	1 ME-17057020	3/8"	–	–	–	.100"	2000	2 Rich	.325"
	1 ME-17057030-35	5/32"	–	–	–	.050"	2400	2 Rich	.200"
	1 ME-17057042-45	5/32"	–	–	–	.050"	2400	1 Rich	.200"
	1 ME-17057314+18	3/8"	–	–	–	.100"	1800	2 Rich	.225"
	1 ME-17057332-35	5/32"	–	–	–	.050"	2400	2 Rich	.200"
Buick	2 GC, 2 GV/17057140	15/32"	15/32"	–	19/16"	–	–	–	–
	2 GC, 2 GV/17057141	7/16"	15/32"	–	1½"	–	–	–	–
	2 GC, 2 GV/17057143+44	7/16"	15/32"	–	1 17/32"	–	–	–	–
	2 GC, 2 GV/17057145	7/16"	15/32"	–	1½	–	–	–	–
	2 GC, 2 GV/17057146	7/16"	15/32"	–	1 17/32"	–	–	–	–
	2 GC, 2 GV/17057147	7/16"	15/32"	–	1½"	–	–	–	–
	2 GC, 2 GV/17057148	7/16"	15/32"	–	1 17/32"	–	–	–	–
	2 GC, 2 GV/17057445-48	7/16"	15/32"	–	1½"	–	–	–	–
Cadillac	M 4 M/17057230-33	13/32"	–	–	13/32"[1]	.080"	–	2 Rich	.230"
	M 4 M/17057530	13/32"	–	–	13/32"[1]	.080"	–	2 Rich	.230"
Chevrolet	2 GC, 2 GV/17057104+05	7/16"	1 1/8"	–	1 21/32"	.260"	–	Index	.325"
	2 GC, 2 GV/17057107	7/16"	1⅛"	–	15/8"	.260"	–	Index	.325"
	2GC, 2 GV/17057108+10	19/32"	1¼"	–	1 21/32"	.260"	–	Index	.325"
	2 GC, 2 GV/17057111	19/32"	1¼"	–	1⅜	.260"	–	Index	.325"
	2 GC, 2 GV/17057112	19/32"	1¼"	–	1 21/32"	.260"	–	Index	.325"
	2 GC, 2 GV/17057113	19/32"	1¼"	–	15/8"	.260"	–	Index	.325"
	2 GC, 2 GV/17057114	19/32"	1¼"	–	1 21/32"	.260"	–	Index	.325"
	2 GC, 2 GV/17057404	½"	1⅛"	–	1 21/32"	.260"	–	1 Lean	.325"
	2 GC, 2 GV/17057405	½"	1⅛"	–	15/8"	.260"	–	1 Lean	.325"
	2 GC, 2 GV/17057408-12	21/32"	19/32"	–	15/8"	.260"	–	1 Lean	.325"
	2 GC, 2 GV/17057414	21/32"	19/32"	–	1 21/32"	.260"	–	1 Lean	.325"
	M 4 M/17057202+04	15/32"	–	–	9/32"[2]	.325"	–	2 Lean	.280"
	M 4 M/17057203	15/32"	–	–	9/32"[2]	.325"	–	3 Lean	.280"
	M 4 M/17057210+11	15/32"	–	–	9/32"[2]	.325"	–	2 Lean	.285"
	M 4 M/17057226+28	15/32"	–	–	9/32"[2]	.325"	–	2 Lean	.280"
	M 4 M/17057510+28	15/32"	–	–	9/32"[2]	.325"	–	2 Lean	.280"

[1] Gasstang in het buitenste gat
[2] Gasstang in het binnenste gat
[3] Aantal omwentelingen van de versneld-stationairschroef

d Afstand: Deksel tot ontluchtings ventiel bijgesloten gasklep
g Verdraaien van de thermostaat veerdeksel rich = rijk, lean = arm
h Afstand tussen chokeklep en luchtaansluitstuk bij volledig geopende gasklep en tot de aanslag gesloten chokeklep
m versneld stationair toerental bij warme motor
n Afstand venturi bovenkant tot het bovendeel van de pompstang bij gesloten gasklep
o Afstand tussen luchtaansluitstuk en de chokeklep met de gasklep in stand versneld stationair
p Afstand tussen vlotterdeksel met pakking en bovenkant vlotter bij gesloten vlotternaald
q Afstand tussen vlotterdeksel met pakking en onderkant vlotter bij geopende vlotternaald

autotype	carburator type	hoogste vlotter stand p	diepste vlotter stand q	vlotter kamer beluchting d	acceleratie pomp afstelling n	choke afstelling g	versneld stationair toerental (omw./min.) m	choke afstelling g	choke afstelling bij vol gas h
	Delco/Rochester carburateur								
Oldsmobile	2 GC, 2 GV/17057108+10	5/8"	1¼"	–	1 5/8"	.200"	–	Index	.325"
	2 GC, 2 GV/17057113+23	19/32"	1¼"	–	1 5/8"	.260"	–	Index	.325"
	2 GC, 2 GV/17057143-45	7/16"	15/32"	–	1 19/32"	.080"	–	1 Rich	.140"
	2 GC, 2 GV/17057146+48	7/16"	15/32"	–	1 9/16"	.080"	–	1 Rich	.140"
	2 GC, 2 GV/17057445	7/16"	15/32"	–	1 9/16"	.080"	–	1 Lean	.140"
	2 GC, 2 GV/17057446-48	7/16"	15/32"	–	1 9/16"	.080"	–	1 Rich	.140"
	M 4 M/17057250-58	11/16"	–	–	9/32"[2]	.095"	3[3]	2 Rich	.205"
	M 4 M/17057502+04	15/32"	–	–	9/32"[2]	.325"	3[3]	2 Lean	.280"
	M 4 M/17057550-53	13/32"	–	–	9/32"[2]	.095"	3[3]	2 Rich	.200"
	M 4 M/17057582+84	15/32"	–	–	9/32"[2]	.325"	3[3]	2 Lean	.280"
	2 MC/17057150+51	⅛"	–	–	11/32"[1]	.085"	–	1 Rich	.190"
	2 MC/17057156+58	⅛"	–	–	11/32"[1]	.085"	–	1 Rich	.190"
	2 MC/17057157	⅛"	–	–	⅜"[1]	.090"	–	1 Rich	.190"
Pontiac	2 GC, 2 GV/17057141	7/16"	15/32"	–	1 5/8"	.080"	–	1 Rich	.140"
	2 GC, 2 GV/17057143-45	7/16"	15/32"	–	1 19/32"	.080"	–	1 Rich	.140"
	2 GC, 2 GV/17057146	7/16"	15/32"	–	1 9/16"	.080"	–	1 Rich	.140"
	2 GC, 2 GV/17057147	7/16"	15/32"	–	1 5/8"	.080"	–	1 Rich	.140"
	2 GC, 2 GV/17057148	7/16"	15/32"	–	1 9/16"	.080"	–	1 Rich	.140"
	2 GC, 2 GV/17057149+445	7/16"	15/32"	–	1 9/16"	.080"	–	1 Lean	.140"
	2 GC, 2 GV/17057446-48	7/16"	15/32"	–	1 19/32"	.080"	–	1 Rich	.140"
	M 4 M/17057250+53	13/16"	–	–	9/32"[2]	.095"	–	2 Rich	.205"
	M 4 M/17057255-58	13/32"	–	–	9/32"[2]	.095"	–	2 Rich	.205"
	M 4 M/17057262+63	17/32"	–	–	⅜"[1]	.130"	–	1 Rich	.220"
	M 4 M/17057266+74	17/32"	–	–	⅜"[1]	.130"	–	1 Rich	.220"
	M 4 M/17057550+53	13/32"	–	–	9/32"[2]	.095"	–	2 Rich	.200"
	2 MC/17057172+73	11/32"	–	–	⅜"[1]	.075"	–	2 Rich	.240"

Zie pagina 4 voor Carter-, Ford-Autolite- en Holley-carburateurs

Autotechnik
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merk en model	motortype	electrische uitrusting															
		batterij			startmotor							dynamo				regelaar	
						onbelaste test			geblokkeerde test			alternateur					
		spanning (V)	capaciteit ampuur	massa p = plus aan massa n = min aan massa	start motor no.	spanning (V)	stroom (A)	toerental (omw./min.)	spanning (V)	stroom (A)	koppel mkg	merk	no.	vermogen (A/V)	veldstroom (A/V)	sluitspanning (V)	spanningsregelaar afstelling (V/A)
Ford Motor Co. (Forts.)																	
Mercury Bobcat	Y/4-140	12	41	n	D 6 EF-BA	–	70	–	5,0	460	1,2						
Bobcat	Z/V 6-171	12	41/53	n	D 6 EF-AA	–	70	–	5,0	460	1,2						
Comet, Monarch	T/6-200	12	53	n													
Comet, Monarch	L/6-250	12	53	n													
Comet	F/V 8-302	12	53	n								Mot	D 7 AF-AA	40/15,0	2,9/12,0[1]	2,5-4,0[1]	13,5-15,3[1]
Monarch	F/V 8-302	12	53	n								Mot	D 7 AF-CA, FA, LA	80/15,0	2,9/12,0[1]	2,5-4,0[1]	13,5-15,3[1]
Cougar	F/V 8-302	12	53	n	D 5 AF-EA	12,0	–	–	–	–	–	Mot	D 70 F-AA, CA	70/15,0	2,9/12,0[1]	2,5-4,0[1]	13,5-15,3[1]
Monarch	H/V 8-351	12	53	n	D 6 AF-AA	12,0	–	–	–	–	–	Mot	D 70 F-BA	90/15,0	2,9/12,0[1]	2,5-4,0[1]	13,5-15,3[1]
Cougar	H/V 8-351	12	60	n	D 6 BF-AA	12,0	–	–	–	–	–						
Cougar, Marquis	S/V 8-400	12	60	n	D 6 BF-BB	12,0	–	–	–	–	–						
Marquis	A/V 8-460	12	80	n	D 6 DF-AA	12,0	–	–	–	–	–						
					D 6 OF-AA	12,0	–	–	–	–	–						
Thunderbird	F/V 8-302	12	41	n													
	H/V 8-351	12	68	n													
	S/V 8-400	12	68	n													
General Motors Corp.																	
Buick	S/V 6-231	12	45	n	1108758	–	–	–	–	–	–	Dr	1102491, 881, 882	37/14,0[3]	4,0-4,5/12,0[3]	–	13,6-14,2[4]
Skyhawk, Skylark, Century, Le Sabre	Y/V 8-301	12	61	n	1108765	–	–	–	–	–	–	Dr	1102389, 486, 841	42/14,0[3]	–	–	13,6-14,2[4]
Skylark	F/V 8-350	12	61/70	n	1108770, 776	–	–	–	–	–	–	Dr	1102478, 479, 495, 906	55/14,0[3]	–	–	13,6-14,2[4]
Century, Le Sabre, Electra, Riviera	Q/T/V 8-350	12	61/70	n	1108794	–	–	–	–	–	–	Dr	1102391, 488, 902, 908, 913	81/14,0[3]	–	–	13,6-14,2[4]
Skylark, Century, Le Sabre, Electra, Riviera	U/V 8-403	12	70	n	1108797	9,0	55-80	5500-10500	–	–	–	Dr	1102392, 842, 854	83/14,0[3]	–	–	13,6-14,2[4]
Century, Le Sabre, Electra, Riviera																	
Cadillac																	
Seville	V 8-350	12	61	n	1108765	–	–	–	–	–	–	Dr	1102380	83/–	–	–	–
De Ville, Fleetwood, Eldorado	V 8-425	12	75	n	1109038	–	–	–	–	–	–	Dr	1101033	80/–	–	–	–
De Ville, Fleetwood, Eldorado	V 8-425	12	75	n	1109039	–	–	–	–	–	–						
Chevrolet																	
Chevette	C/4-85	12	45	n													
Chevette	C/4-97	12	45	n	1109411	9,0	50-75	6500-10500	–	–	–	Dr	1102845	31/14,0[5]	4,0-4,5/12,0[3]	–	13,8-14,8[6]
Vega, Monza	C/4-140	12	45	n	1108771	9,0	50-75	6500-10000									
Nova, Camaro, Chevelle, Impala, Caprice	CC/CK/6-250	12	45	n	1108772	9,0	50-75	6500-10000	–	–	–						
Monza, Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CP/C2/V 8-305	12	45	n	1108775	9,0	65-95	7500-10500	–	–	–	Dr	1102394	33/14,0[5]	4,0-4,5/12,0[3]	–	–
Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CK/CL/CM/V 8-350	12	61	n	1108776	9,0	65-95	7500-10500	–	–	–	Dr	1102491	33/14,0[5]	4,0-4,5/12,0[3]	–	–
Corvette	CK/V 8-350	12	62	n	1108778	–	–	–	–	–	–	Dr	1102881	37/–	4,0-4,5/12,0	–	13,6-14,2[4]
Corvette	CL/V 8-350	12	62	n	1108790	9,0	55-80	3500-6000	–	–	–	Dr	1102484	38/14,0[5]	4,0-4,5/12,0[3]	–	–
									–	–	–	Dr	–	63/–	4,0-4,5/12,0	–	–
Oldsmobile																	
Starfire	C/4-140	12	45	n													
Starfire, Omega, Cutlass, Delta 88, 98	S/F/V 6-231	12	45	n	1108765	–	–	–									
Omega, Cutlass, Delta 88, 98	Q/V 8-260	12	61	n	1108771	9,0	50-75	6500-10000	–	–	–	Dr	1102394/2881	37/–	4,0-4,5/12,0[3]	–	13,8-14,4
Omega, Cutlass, Delta 88, 98	CP/V 8-305	12	61	n	1108772	9,0	50-75	6500-10000	–	–	–	Dr	1102841	42/–	–	–	13,8-14,4
Omega, Cutlass, Delta 88, 98	CK/CT/V 8-350	12	61	n	1108794	–	–	–	–	–	–	Dr	1102479/2840	55/–	–	–	13,8-14,4
Cutlass, Delta 88, 98	U/V 8-403	12	61	n	1108797	9,0	50-80	5500-10500	–	–	–	Dr	1102843	61/–	4,0-4,5/12,0[3]	–	13,8-14,4
Toronado	U/V 8-403	12	73	n					–	–	–	Dr	1102842/2844	63/–	4,0-4,5/12,0[3]	–	13,8-14,4
Pontiac																	
Astre, Sunbird	C/4-140	12	45	n													
Astre, Sunbird	W/Y/Z/4-151	12	45	n	1108758	9,0	65-95	7500-10500	–	–	–						
Sunbird, Ventura, Firebird, Le Mans, Catalina, Bonneville	S/V 6-231	12	45	n	1108759	–	–	–	–	–	–	Dr	1102491/2881	33/14,0[5]	4,0-4,5/12,0[3]	–	13,6-14,4
Ventura, Firebird, Le Mans, Catalina, Bonneville, Grand Prix	U/V 8-301	12	61	n	1108765	9,0	55-80	3500-6000	–	–	–	Dr	1102485/2841	42/–	–	–	13,6-14,4
Ventura	CP/C2/V 8-305	12	61	n	1108771	9,0	50-75	6500-10000	–	–	–	Dr	1102840	51/14,0[5]	4,0-4,5/12,0[3]	–	13,6-14,4
Ventura	Q/T/V 8-350	12	61	n	1108772	9,0	50-75	6500-10000	–	–	–	Dr	1102486	57/14,0[5]	4,0-4,5/12,0[3]	–	13,6-14,4
Catalina, Bonneville	CK/CT/V 8-350	12	61	n	1108776	–	–	–	–	–	–	Dr	1102843, 2906, 2909	61/–	–	–	13,6-14,4
Firebird, Le Mans, Grand Prix	Y/W/V 8-350	12	61	n	1108794	–	–	–	–	–	–	Dr	1102842, 2844	63/–	–	–	13,6-14,4
Firebird, Le Mans, Grand Prix	Y/V 8-400	12	62	n	1108797	9,0	50-80	5500-10500	–	–	–	Dr	1102854, 2908	63/–	–	–	13,6-14,4
Firebird, Le Mans, Catalina, Bonneville	U/V/V 8-403	12	62	n	1109412	–	–	–	–	–	–						

[1] Bij 24 °C
[2] Bij 5500 omw/min alternateur en 26 °C
[3] Bij 26 °C
[4] Bij 52 °C
[5] Bij 5000 omw/min alternateur
[6] Bij 29 °C

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merk en model	motortype	vulhoeveelheid in liters: motorolie (l)	voorasolie 3 bak (l)	voorasolie 4 bak (l)	voorasolie automatische bak (l)	achterasolie (l)	brandstoftank (l)	koeling: koelsysteeminhoud met kachel (l)	overdruk in het koelsysteem (kp/cm²)	thermostaat opent bij (°C)	wielstanden B = belaste wagen, L = onbelaste wagen: maspoor (caster) (°)	wielvlucht (camber) (°): links	wielvlucht (camber) (°): rechts	toespoor (toein) (mm)	overschelling fuseepen (KP)	sporing in de bocht meethoek 20°: binnenwiel	sporing in de bocht meethoek 20°: buitenwiel	banden: bandenmaat	bandenspanning kp/cm²: voor	bandenspanning kp/cm²: achter	remmen: toegestane max. remtrommeldiameter of minimale remschijfdikte (mm): voor	toegestane max. remtrommeldiameter of minimale remschijfdikte (mm): achter	remvloeistof (l)
Ford Motor Co. (Forts.)																							
Mercury Bobcat	Y/4-140	3,8[1]	–	1,3/1,7	[2]	2,1	49,53	8,3	12-16	88,3	[4]	½°±¾°	½°±¾°	3,2	–	–	–		–	–			–
Bobcat	Z/V 6-171	3,8[1]	–	1,3/1,7	[2]	2,1	49/53	8,1	12-16	85,5	[4]	½°±¾°	½°±¾°	3,2	–	–	–	A/B/BR 78-13	–	–	22,09[8]	228,6	–
Comet, Monarch	T/6-200	3,8[1]	1,7	2,1	6,9	2,1	73	9,4	13	88,3	–½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–	BR/CR 70-13	–	–	22,09[8]	228,6	–
Comet, Monarch	L/6-250	3,8[1]	1,7	2,1	7,8	2,1	73	10,0	13	88,3	–½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–	175 SR13/195-70 R13	–	–	22,09[8]	254,0	–
Comet	F/V 8-302	3,8[1]	1,7	–	9,7	2,1	73	12,8	13	88,3	–½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–	C/CR/DR/E/ER/FR 78-14	–	–	22,09[8]	254,0	–
Monarch	F/V 8-302	3,8[1]	–	2,1	7,8	2,4	73	13,7	13	88,3	–½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–	DR 70-14	–	–	22,09[8]	254,0	–
Cougar	F/V 8-302	3,8[1]	–	–	9,7	2,4	99	14,0	13	88,3	4°±¾°	½°±¾°	½°±¾°	3,2	–	–	–	HR/JR 78-14	–	–	29,97[6]	280,2	–
Monarch	H/V 8-351	3,8[1]	–	–	9,7	2,4	73	14,9	14-18	88,3	–½°±¾°	¼°±¾°	¼°±¾°	3,2	–	–	–	HR/JR/LR 78-15	–	–	22,09[8]	254,0	–
Cougar	H/V 8-351	3,8[1]	–	–	[3]	2,4	99	16,2	12-16	88,3	4°±¾°	½°±¾°	½°±¾°	3,2	–	–	–	HR 70-15	–	–	22,97[6]	280,2	–
Cougar, Marquis	S/V 8-400	3,8[1]	–	–	[3]	2,4	99	16,2	12-16	88,3	4°±¾°	½°±¾°	½°±¾°	3,2	–	–	–		–	–	29,97[6]	280,2	–
Marquis	A/V 8-460	3,8[1]	–	–	[3]	2,4	99	17,5	12-16	88,3	4°±¾°	½°±¾°	½°±¾°	3,2	–	–	–		–	–	29,97[6]	280,2	–
Thunderbird																							
	F/V 8-302	3,8[1]	–	–	[3]	2,4	99	14,0	14-18	88,3	4°±¾°	½°±¾°	¼°±¾°	3,2	–	–	–		–	–	29,97[6]	280,2	–
	H/V 8-351	3,8[1]	–	–	[3]	2,4	99	16,2	12-16	88,3	4°±¾°	½°±¾°	¼°±¾°	3,2	–	–	–	HR 78-15	–	–	29,97[6]	280,2	–
	S/V 8-400	3,8[1]	–	–	[3]	2,4	99	16,2	12-16	88,3	4°±¾°	½°±¾°	¼°±¾°	3,2	–	–	–		–	–	29,97[6]	280,2	–
General Motors Corp.																							
Buick																							
Skyhawk, Skylark, Century, Le Sabre	S/V 6-231	3,8[1]	1,5	1,2	9,5	1,4/2,0	70/80	12,2	15	90,5	[7]	[8]	[9]	0-3,2[10]	–	–	–		–	–	26,41[11]/32,77[12]	241,3/278,3	–
Skylark	Y/V 8-301	3,8[1]	–	–	9,5	1,4/2,0	80	17,7	15	90,5	[7]	¾°±½°	¾°±½°	0-3,2	–	–	–	BR 78-13	–	–	26,41[11]	241,3/278,3	–
Century, Le Sabre, Electra, Riviera	F/V 8-350	3,8[1]	–	–	9,5	2,0	84/93	13,7	15	90,5	[7]	[8]	[9]	0-3,2[10]	–	–	–	E/ER 78-14	–	–	26,41[11]/32,77[12]	241,3/278,3	–
Skylark, Century, Le Sabre, Electra, Riviera	Q/F/V 8-350	3,8[1]	–	–	9,5	1,4/2,0	80/84/93	15,1	15	90,5	[7]	[8]	[9]	0-3,2[10]	–	–	–	FR/GR/HR-78-15	–	–	26,41[11]/32,77[12]	241,3/278,3	–
Century, Le Sabre, Electra, Riviera	U/V 8-403	3,8[1]	–	–	9,5	2,0/2,6	84/93	16,2	15	90,5	[7]	[8]	[9]	0-3,2[10]	–	–	–	GR 70-15	–	–	26,41[11]/32,77[12]	241,3/278,3	–
Cadillac																							
Seville	V 8-350	3,8[1]	–	–	–	2,0	80	16,3	15	90,5	2°±1°	0°±0,8°	0°±0,8°	–3,2-+9,5	–	–	–		–	–	26,16[11]	26,16[11]	–
De Ville, Fleetwood, Eldorado	V 8-425	3,8[1]/[13]	–	–	–	2,0	91	19,8[14]	15	90,5	[15]	[16]	[16]	[17]	–	–	–	GR/LR 78-15	–	–	[18]	279,4/304,8[18]	–
De Ville, Fleetwood, Eldorado	V 8-425	3,8[1]/[13]	–	–	–	2,0	91	19,8[14]	15	90,5	[15]	[16]	[16]	[17]	–	–	–		–	–	[18]	279,4/304,8[18]	–
Chevrolet																							
Chevette	C/4-85	3,8[1]	–	1,4	6,2	1,0	49	8,1	15	87,7	4°±1°	0,2°±0,4°	0,2°±0,4°	0,04°-0,2°	–	–	–		–	–	12,7[19]	200,15	–
Chevette	C/4-97	3,8[1]	–	1,4	6,2	1,0	49	8,1	15	87,7	4°±1°	0,2°±0,4°	0,2°±0,4°	0,04°-0,2°	–	–	–	155 SR 13	–	–	12,7[19]	200,15	–
Vega, Monza	C/4-140	3,3[1]	1,4	1,4	9,5	1,3/1,7	61/70	7,6	15	90,5	–¾°±½°	[20]	[20]	[21]	–	–	–	A/BR/78-13	–	–	12,7[19]	241,3	–
Nova, Camaro, Chevelle, Impala, Caprice	CC/CK/6-250	3,8[1]	1,4	1,4	[22]	2,0	80/84	14,2	15	90,5	[23]	[24]	25	0-3,2[26]	–	–	–	A 70-13	–	–	26,29[11]/32,64[12]	241,3/279,4	–
Monza, Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CP/C2/V8-305	3,8[1]	1,4	1,4	[22]	2,0	80/84	17,1	15	90,5	[23]	[24]	25	0-3,2[26]	–	–	–	E/FR 78-14	–	–	26,29[11]/32,64[12]	241,3/279,4	–
Nova, Camaro, Chevelle, Monte Carlo, Impala, Caprice	CK/CL/CM/V8-350	3,8[1]	1,4	1,4	[22]	2,0	80/84	17,1	15	90,5	[23]	[24]	25	0-3,2[26]	–	–	–	FR/GR/HR 78-15	–	–	26,29[11]/32,64[12]	241,3/279,4	–
Corvette	CK/V8-350	3,8[1]	–	1,4	[22]	1,8	65	20,0	15	90,5	2¼°±½°	¾°±½°	¾°±½°	4,7-7,9	–	–	–	GR 70-15	–	–	31,75[12]	31,75[12]	–
Corvette	CL/V8-350	3,8[1]	–	1,4	[22]	1,8	65	20,0	15	90,5	2¼°±½°	¾°±½°	¾°±½°	4,7-7,9	–	–	–		–	–	31,75[12]	31,75[12]	–
Oldsmobile																							
Starfire	C/4-140	3,3[1]	1,3	1,7	9,5	1,7	70	7,6	15	90,5	–¾°±½°	¼°±½°	¼°±½°	0-32	–	–	–		–	–	22,35[31]	241,3	–
Starfire, Omega, Cutlass, Delta 88, 98	S/F/V6-231	3,8[1]	1,4	1,7	[27]	1,7/2,0	80/84/93	12,0/16,0	15	90,5	[28]	[29]	[29]	0-3,2[30]	–	–	–		–	–	26,41[32]/32,76[33]	241,3/279,4	–
Omega, Cutlass, Delta 88, 98	Q/V8-260	3,8[1]	–	1,7	[27]	1,7/2,0	80/84/93	16,0	15	90,5	[28]	[29]	[29]	0-3,2[30]	–	–	–	B/BR 78-13	–	–	26,41[32]/32,76[33]	241,3/279,4	–
Omega, Cutlass, Delta 88, 98	CP/V8-305	3,8[1]	–	–	[27]	1,7	80/84/93	–	15	90,5	[28]	[29]	[29]	0-3,2[30]	–	–	–	E/ER 78-14	–	–	26,41[32]/32,76[33]	241,3/279,4	–
Omega, Cutlass, Delta 88, 98	CK/CT/V8-350	3,8[1]	–	–	[27]	1,7/2,0	80/84/93	14,8	15	90,5	[28]	[29]	[29]	0-3,2[30]	–	–	–	FR/GR/HR/LR 78-15	–	–	26,41[32]/32,76[33]	279,4	–
Cutlass, Delta 88, 98	U/V8-403	3,8[1]	–	–	[27]	1,7/2,0	84/93	15,5	15	90,5	[28]	[29]	[29]	0-3,2[30]	–	–	–		–	–	26,41[32]/32,76[33]	279,4	–
Toronado	U/V8-403	4,8[1]	–	–	11,4	1,9	99	16,3	15	90,5	0°±1°	¼°±½°	–¼°±½°	–1,6-+1,6	–	–	–	JR 78-15	–	–	31,62[33]	279,4	–
Pontiac																							
Astre, Sunbird	C/4-140	3,3[1]	1,2	1,7	9,5	1,3/1,7	61/70	7,6	15	90,5	–¾°±½°	¼°±½°	¼°±½°	-0,06°±0,06°	–	–	–		–	–	22,35[31]	241,3	–
Astre, Sunbird	W/Y/Z/4-151	3,3[1]	1,2	1,7	9,5	1,3/1,7	61/70	11,4	15	90,5	–¾±½°	¼°±½°	¼°±½°	-0,06°±0,06°	–	–	–		–	–	22,35[31]	241,3	–
Sunbird, Ventura, Firebird, Le Mans, Catalina, Bonneville	S/V6-231	3,8[1]	1,7	1,7	9,5	1,7/2,0	70/80/84	13,7	14-17	90,5	[34]	[35]	[36]	[37]	–	–	–		–	–	26,16[32]/31,75[33]	241,3/279,4	–
Ventura, Firebird, Le Mans, Catalina, Bonneville, Grand Prix	U/V8-301	5,2[1]	1,7	1,2	9,5	1,7/2,0	80/84/95	19,5	14-17	90,5	[34]	[35]	[36]	[37]	–	–	–	A/BR 78-13	–	–	26,16[32]/31,75[33]	241,3/279,4	–
Ventura	CP/C2/V8-305	3,8[1]	1,7	1,2	8,3	1,7	80	16,2	14-17	90,5	[34]	0,8°±0,5°	0,8°±0,5°	0-0,12°	–	–	–	E/ER 78-14	–	–	26,16[32]	241,3	–
Ventura	Q/T/V8-350	3,8[1]	1,7	1,2	9,1	1,7	80	15,8	14-17	90,5	[34]	0,8°±0,5°	0,8°±0,5°	0-0,12°	–	–	–	F/FR/GR/HR78-15	–	–	26,16[32]	241,3	–
Catalina, Bonneville	CK/CT/V8-350	3,8[1]	–	–	9,1	2,0	95	20,0	14-17	90,5	3°±½°	0,8°±0,5°	0,8°±0,8°	0,06°-0,18°	–	–	–	GR 70-15	–	–	31,75[33]	279,4	–
Firebird, Le Mans, Grand Prix	Y/W/V8-350	3,8[1]	1,7	1,2	9,1	1,7/2,0	80/95	20,4	14-17	90,5	[34]	1°±½°	[36]	0-0,12°	–	–	–		–	–	26,16[32]/31,75[33]	241,3/279,4	–
Firebird, Le Mans, Grand Prix	Y/V8-400	4,8[1]	1,7	1,2	9,1	1,7/2,0	80/84/95	20,6	14-17	90,5	[34]	1°±½°	[36]	0-0,12°	–	–	–		–	–	26,16[32]/31,75[33]	241,3/279,4	–
Firebird, Le Mans, Catalina, Bonneville	U/V/V8-403	3,8[1]	1,7	1,2	9,1	1,7/2,0	80/84/95	17,3	14-17	90,5	[34]	[35]	[36]	[37]	–	–	–		–	–	26,16[32]/31,75[33]	241,3/279,4	–

[1] Bij filter verwisselen +1 l
[2] Bak C-3 = 7,6 l, bak C-4 = 7,0 l
[3] Bak C-4 = 9,8 l, bak FMX = 10,5 l, bak C-6 = 11,6 l
[4] Bobcat = 1¼°±¾°, Stationswagon = 1½° ±¾°
[5] Toelaatbare remschijfdikte = 20,57 mm
[6] Toelaatbare remschijfdikte = 28,45 mm
[7] Skyhawk = –¾°±½°, Skylark z.stu. = –1° ±½°, Skylark m. stu. = 1° ±½°, Century = 2° ±½°, alle andere = 3° ±½°
[8] Skyhawk = ¼° ±½°, Skylark = ¾° ±½°, Century = 1° ±½°, alle andere = ¾° ±½°
[9] Skyhawk = ¼° ±½°, Skylark = ¾° ±½°, Century = ½° ±½°, alle andere = ¾° ±½°
[10] Le Sabre, Electra, Riviera = 1,6–4,7 mm
[11] Toelaatbare remschijfdikte = 24,89 mm
[12] Toelaatbare remschijfdikte = 31,24 mm
[13] Eldorado = 4,8 l
[14] Fleetwood = 22,3 l
[15] Eldorado = 0° ±1°, alle andere = 3° ±1°
[16] Eldorado = 0° ±0,8°, alle andere = ½° ±0,8°
[17] Eldorado = –6,4 … +6,4 mm, alle andere = 0 … 12,7 mm
[18] Toelaatbare remschijfdikte, Eldorado = 30,22 mm, alle andere = 30,99 mm
[19] Toelaatbare remschijfdikte = 11,55 mm
[20] Vega = ¼° ±½°, Monza = ½° ±¾°
[21] Vega = 0° … 0,12°, Monza = 4,7–7,9 mm
[22] Met bak TH 200, 250 en 350 = 9,5 l; TH 400 = 10,5 l
[23] Nova z. stu. = –1° ±½°, Nova m. stu. = 1° ±½°, Camaro = 1° ±½°, Chevelle z. stu. = 1° ±½°, m. stu. = 2° ±½°, Monte Carlo = 5° ±½°, Impala, Caprice = 3° ±½°
[24] Camaro, Chevelle, Monte Carlo = 1° ±½°, Nova, Impala, Caprice = 0,8° ±0,8°
[25] Camaro = 1° ±½°, Chevelle, Monte Carlo = ½° ±½°, Nova, Impala, Caprice = 0,8° ±0,8°
[26] Impala, Caprice = 0,13° … 0,25°
[27] Turbo Hydra-matic 200 = 8,6 l, TH 250, 350 en 400 = 9,5 l
[28] Starfire = –¾° ±½°, Omega z. stu. = –1° ±½°, Omega m. stu. = 1° ±½°, Cutlass = 2° ±½°, 88,98 = 3° ±½°
[29] Starfire = ¼° ±½°, Omega, 88,98 = ¾° ±½°, Cutlass = 1° ±½°
[30] 88,98 = 1,6–4,7 mm
[31] Toelaatbare remschijfdikte = 21,08 mm
[32] Toelaatbare remschijfdikte = 24,51 mm
[33] Toelaatbare remschijfdikte = 30,86 mm
[34] Ventura z. stu. = –1° ±½°, Ventura m. stu. = 1° ±½°, Firebird = 1° ±½°, Le Mans z. stu. = 1° ±½°, Le Mans m. stu. = 2° ±½°, and Prix, Catalina, Bonneville = 3° ±½°
[35] Sunbird = ¼° ±½°, Ventura, Catalina, Bonneville = 0,8° ±0,5°, Firebird, Le Mans, Grand Prix = 1° ±½°
[36] Sunbird = ¼° ±½°, Ventura, Catalina, Bonneville = 0,8° ±0,5°, Firebird = 1° ±½°, Le Mans, Grand Prix = ½° ±½°
[37] Sunbird = –0,06° ±0,06°, Ventura, Firebird, Le Mans, Grand Prix = 0° … 0,12°, Catalina, Bonneville = 0,06° … 0,18°