

Chevrolet Tune-Up Data

Valve Clearance		Point	Plug	Cam Angle	Compression	Brake	Comp.	Year	
Inlet	Exh.	Gap	Gap	Degrees	Pres. Min.	H.P.	Ratio	Cu. in.	Model
.008	.010	.019	.024		62	26	4.30		1925-26 K
.008	.010	.020	.024		62	26	4.30		1926-27 V
.008	.010	.020	.024		62	26	4.30		1927 AA
.006	.008	.021	.025		65	35	4.50		1928 A B
.006	.008	.021	.025	36	76	46	5.00	194.0	1929 AC
.006	.008	.018	.024	36	76	50	5.00	194.0	1930
.006	.008	.018	.024	36	78	52	5.00	194.0	1931
.006	.008	.018	.032	36	80	60	5.20	194.0	1932
.006	.008	.018	.032	36	80	60	5.35	181.0	1933 Standard
.006	.008	.018	.032	36	80	65	5.20	206.8	1933 Master
.006	.013	.018	.032	36	85	74	5.35	181.0	1934 Standard
.006	.013	.018	.032	36	90	80	5.45	206.8	1934 Master
.006	.013	.018	.035	36	85	74	5.35	206.8	1935 Standard
.006	.013	.018	.035	36	91	80	5.45	206.8	1935 Master
.006	.013	.018	.035	36	100	79	6.00	206.8	1936
.006	.013	.020	.040	36	105	85	6.25	216.5	1937
.006	.013	.021	.040	35	105	85	6.25	216.5	1938
.006	.013	.018	.040	35	105	85	6.25	216.5	1939
.006	.013	.018	.040	35	105	85	6.25	216.5	1940
.006	.013	.018	.040	39	110	90	6.50	216.5	1941-48
.006	.013	.018	.035	34	113	90	6.60	216.5	1949
.006	.013	.018	.035	34	113	92	6.60	216.5	1950-52 Standard
0	0	.018	.035	34	115	105	6.70	235.5	1950-52 Powerglide
.006	.013	.016	.035	41	125	108	7.1	235.5	1953 Standard
0	0	.016	.035	41	130	115	7.5	235.5	1953 Powerglide
.006	.016	.016	.035	41	125	115	7.5	235.5	1954 Standard
0	0	.016	.035	41	130	125	7.5	235.5	1954 Powerglide
.010	.020	.015	.035	44	145	150	8.0	235.5	1953-55 Corvette 6 cylinder

COMPRESSION PRESSURE IS AT SEA LEVEL, TAKEN WITH ENGINE AT OPERATING TEMPERATURE OF 170-180 DEGREES WITH WIDE OPEN THROTTLE. ADJUST VALVES AT OPERATING TEMPERATURE.

IGNITION TIMING

1933-55 - Octane Selector adjustment set a 0, adjust distributor housing so number 1 cylinder fires with pointer on circle or steel ball.

1929-32 - Adjust distributor so number 1 cylinder fires on top dead center with spark control knob pulled half-way out. Operate with spark control knob all the way in. This setting will give the best all-around performance and economy with today's fuels.

Always use a neon timing light at idle speed when possible, for this is the best method.

*With Thanks to the VCCA - GENERATOR AND DISTRIBUTOR
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