

► **AIR CONDITIONED CAR SERVICE CAUTION:** *B* for disconnecting any part of air conditioning equipment or lines for access to engine, see "Air Conditioning Service Cautions" in Miscellaneous Section.

MODEL IDENTIFICATION

1954 MODELS

Series	Model
Meadowbrook	D50-1, D50-1A
Coronet	D50-2
Royal	D50-3, D53-3
Sierra	D53-2

1955 MODELS

Series	Model Identification
Coronet	D-55-1
Royal	D-55-2
Custom Royal	D-55-3

SERIAL NUMBER: On left front door hinge post

1954 Starting Serial Numbers

Mod l	Detroit	San Leandro
D-50-1A	32,152,901	45,105,801
D-50-1	34,642,001	42,510,001
D-50-2	34,642,001	42,510,001
D-50-3	34,642,001	42,510,001
D-53-2	38,525,001	47,003,001
D-53-3	38,525,001	47,003,001

1955 Serial Nos.

Mod l	Detroit	Los Angeles
D-55-1,2,3	34740001	42518001

ENGINE NUMBER: Stamped on boss on top front side of block just back of water pump

Starting Engine Number - D50-1001 (1954), D55-1001 & D55-3-1001 (1955)

► **ENGINE NUMBER LETTERS.** (Following Engine Number)—Identified as follows.

"A"—ALL cylinders .020" oversize.

"B"—ALL Main & Connecting Rod Bearings .010" undersize.

"AB"—BOTH above conditions exist.

TUNE-UP

COMPRESSION PRESSURE: 135-165 lbs. at cranking speed of 150 RPM

VACUUM READING: Steady 18-21" idling.

VALVE TAPPET CLEARANCE: No adjustment required, except when valves are reconditioned (hydraulic).

MANIFOLD HEAT CONTROL: Thermostatic coil type, located in exhaust manifold of right cylinder block. Valve must operate freely. When installing coil, position shaft in extreme counter-clockwise position. Place coil spring in position over shaft slot, with outer (tongue) end of spring below shaft, horizontal and facing front of engine. Press inner end of coil into slot and seat firmly. Now move outer (tongue) end up, around (counter-clockwise) and hook under left stud (toward rear of engine)

IGNITION

FIRING ORDER: 1-8-4-3-6-5-7-2.

Cylinders—RIGHT BANK 2-4-6-8. LEFT BANK 1-3-5-7.

SPARK PLUG GAP: .035".

Spark Plug - Auto-Lite resistor type No. 4S-140 (1954), 4S-165 (1955). 14 mm. Torque to 30 ft lbs

COIL: Auto-Lite No. CR-6015 (1954), CR-6012C (1955).

Ignition Current - 2.25 amps idling, 5.0 amps stopped

DISTRIBUTOR: Auto-Lite No. IAZ-4003A (Early 1954), IAZ-4003B (Late 1954), IAZ-4003C (D-55-1,2) & IAZ-4003D (D-55-3)

Condenser—Auto-Lite IBB-2015R. Capacity—.25-.28 microfarad.

Contact Point Set—Auto-Lite IGP-3028ZS.

Breaker Gap—.015-.018". Set maximum gap to .017".

Cam Angle—34° ± 3° with both sets of contacts. Do not adjust contact gap outside limits to obtain specified cam dwell.

Breaker Arm Spring Tension—17-20 ozs.

Rotation—Clockwise viewed from above.

Automatic Advance—IAZ-4003A

Degrees Start	Distr.	R.P.M.	Degrees Eng.	R.P.M.
0		350	0	700
1		425	2	850
2		500	4	1000
10		1500	20	3000
11		1625	22	3250

Automatic Advance—IAZ-4003B

Degrees Start	Distr.	RPM	Degrees Eng.	RPM
0		350	0	700
1		375	2	750
3.5		450	7	900
14		1550	28	3100
15		1650	30	3300

Automatic Advance—IAZ-4003C

Degrees Start	Distr.	R.P.M.	Degrees Eng.	R.P.M.
0		350	0	700
1		370	2	740
5		450	10	900
17		1800	34	3600
18		1900	36	3800

Automatic Advance—IAZ-4003D

Degrees Start	Distr.	R.P.M.	Degrees Eng.	R.P.M.
0		350	0	700
1		375	2	750
4		450	8	900
11		1475	22	2950
12		1625	24	3250

Vacuum Spark Control: Auto-Lite. Integral type.

Vacuum Advance - IAZ-4003A,B,C,D

Distr. Degrees Start	Eng. Degrees	Vacuum (" of HG)
0		5-1/4
1	2	6
5	10	9-1/4
10	20	14-7/8
11.5	23	17

Distributor Basic Timing & Drive Shaft Bushing: See "Ignition Notes" in Dodge Special Data

IGNITION TIMING

Setting—4° BTDC See Manual Adjustment below.

Timing Mark—On fan drive pulley. Marks are 2° apart.

Manual Adjustment—Timing may be advanced with some premium fuels. Range of timing should not exceed plus or minus 4° from recommended factory setting.

CARBURETOR

► **CARBURETOR APPLICATION:** Stromberg 2-Barr l Carburetor is standard equipment. Carter 4-Barr l Carburetors used as special equipment.

STROMBERG 2-BARREL WW

► **CARBURETOR PRODUCTION CHANGES & REPLACEMENT PARTS CAUTION.** Later carburetors ("A", "B", "C" Coding) have different jet calibration and specifications. See "Stromberg WW (Dodge)" in Carburetor Section

Model	Stromberg N.
1954 Synchro-mesh	3-108A
1954 Overdrive	3-109A
1954 PowerFlite	3-105A

⊖ - Slow closing throttle dashpot.

⊙ - Kick-down switch

D-55-1, 2

Synchro-mesh WW-3-131, 131A

Overdrive WW 3-132, 132A

PowerFlite WW 3-133, 133A, 133B

D-55-3

Synchro-mesh WW 3-120, 120A, 120B

Overdrive WW 3-121, 121A, 121B

PowerFlite WW 3-122, 122A, 122B, 122C

► **MANIFOLD FUEL DISTRIBUTION:** Carburetor RIGHT barrel feeds Cyl. 2-3-5-8, LEFT barrel 1-4-6-7.

Idle Setting—1 turn open. Adjust both screws alike. Turn screws out for richer mixture.

Idle Speed—450-500 RPM (Std & O.D.) 475-500 RPM (PowerFlite) with selector lever in Neutral.

Float Level—3/16" from top of main body to top of float measured at center of float, with float lip held firmly against needle valve. Use depth gauge or tool T-25569 to measure float level. To reset float level, bend float lever next to float (use Tool T-24733).

Accelerating Pump—Normal setting, center hole, for less fuel install rod in inner hole, for more fuel install rod in outer hole.

Fast Idle (1954): To make adjustment, insert gauge T-25570 (1st Step) between short side of choke valve and air horn. Hold choke valve lightly against gauge and slowly close throttle. Top end of fast idle lever should just enter first step on fast idle cam. To adjust, place thumb on counterweight and bend fast idle cam lever ear as required.

Fast Idle (1955): With throttle valves fully closed turn throttle stop screw in until it just contacts throttle lever and then turn stop screw in 4-1/2 turns. When properly adjusted, a #59 drill gauge should just pass between throttle valve and wall of throttle body. With choke valve closed and throttle lever held against throttle stop screw, a #48 drill gauge should just fit clearance between ear on contact lever and first step of fast idle cam. To adjust, bend cam contact ear.

Automatic Choke Setting: (1954) Centered (arrow on edge of cover aligned with boss on air cleaner end of housing). (1955) 2 Points Lean.

Kickdown Switch Adjustment (1954 Overdrive): Adjust switch position on bracket by backing off one locknut

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