

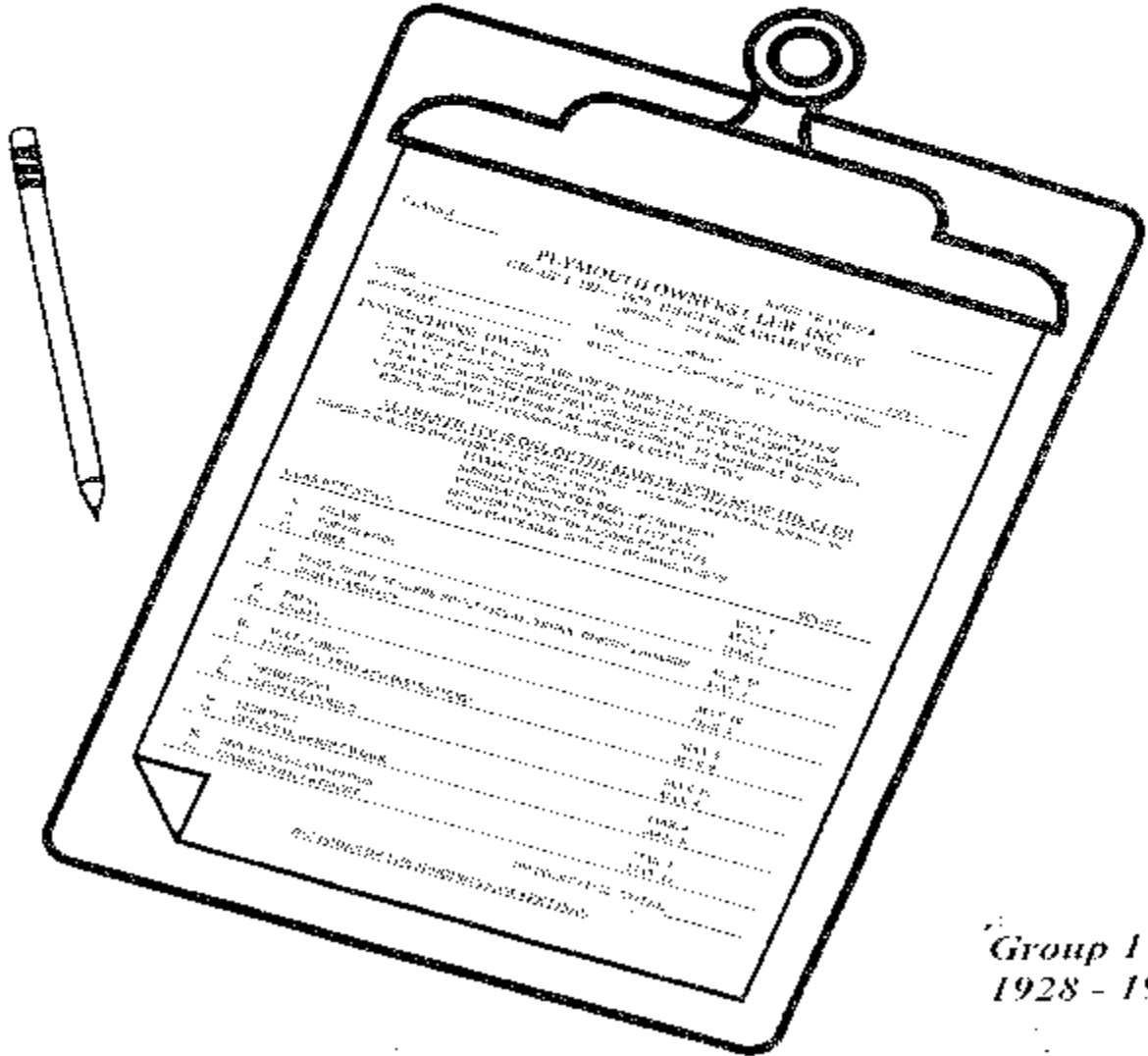
# PLYMOUTH

OWNERS CLUB, INC.



## JUDGING

## GUIDE



**GROUP 1 1928 - 1939    TEAM 4**

**N. MECHANICAL CONDITION  
O. ENGINE COMPARTMENT**

2012 Edition

## 1928 - 1939 WORKSHEET GUIDE

### **N. MECHANICAL CONDITION**

1. Excessive play means free travel greater than 1/4 total movement except steering. Steering play should not exceed 2 inches.
2. "Leaks" on exhaust system refer to worn holes, rust outs, bad misfit or visible soot at junctions.
3. Metal universal joints are permitted for 1928-1930 models (By-Laws 1f).
4. Dual master cylinder as of 1967, not before
5. Look for overdrive on pre-1951 models (3 point deduction)

### **O. ENGINE COMPARTMENT**

1. Plastic insulated wire is wrong for pre-1949 models. All wire covering was cotton braid. A small tracer indicated color. Some solid color insulation is acceptable.
2. Color: The electrical equipment was always black. The cylinder heads were always silver (except hi compression which were red). The engine block & clutch cover could be all silver on 1935 & up models. Generally black on pre-1935 models.
3. Hose clamps were generally the double wire type with screwdriver tightening. The commonly found band type with worm drive is wrong.
4. Look closely for incorrect air cleaner and /or silencer. The owner's instruction manual shows the correct type.
5. Look for incorrect updraft carburetor on early 4 cyl. models. The Carter BB-1 is an acceptable substitute for PB models only (By-Laws 1c). The PT-50 commercial used a Chandler Grooves manufactured unit. Generally all other models used Carter.
6. Electrical equipment on 1934 and prior models was Delco Remy (Look for tags). On 1935 and later models the manufacturer was Auto-Late.
7. None of the models used rubber covered spark plug connectors.
8. Black firewall on all pre-1935 models. The border on 1928-1929 was the junction of the vertical panel to horizontal. Other models border was at the lacing mounting.
9. Look for extra holes in firewall. (Old radio or heater mountings).
10. Look for chrome parts. Penalize 1 point each if not original, check with owner for proof.
11. The correct vacuum tank fuel pump is a Kingston Products from Kokomo, IN. Model 39 with an alpha prefix "F" or "G" and a date embossed on top of the tank where the model number is located. **Note that the Stewart-Warner is the wrong tank.**

## **Technical Advisors' Comments**

This information should be used by the Chief Judge to help answer questions or to break possible ties. Unfortunately all years are not covered in detail. There will be questions that still may not be answered by the information provided. The Chief Judge should then use his/her "expertise" and make a decision.

If any year is missing, it is because the Tech Advisor felt the Judging Sheets and Worksheets were sufficient to judge that year, or because no input was received.

It is hoped that additional information will be added to this section to develop a better standard to judge the various years against.

## Check List for Group I Category O Engine

Engine number located on top-left-front side of engine block.

<b>Year</b>	<b>Cyl.</b>	<b>Model</b>	<b>Sales Name</b>	<b>Engine Number Prefix</b>
1928	4	Q	Chrysler/Plymouth	Q
1929	4	U	Plymouth	U
1930	4	30U	New Finer	U
1931	4	PA	New Plymouth	PA
1932	4	PA	Thrift	PA
	4	PB	New Finer Plymouth	PB
1933	6	PC	Standard	PC
	6	PCXX	Export	PC
	6	PD	Deluxe	PD
1934	6	PE	Deluxe	PE
	6	PF	New Plymouth Six	PF
	6	PF (PFXX)	Special	PF
	6	PG	Standard	PG
1935	6	PJ	Deluxe	PJ
	6	PJ*	Special	PJE
1936	6	P1		P1
	6	P2	Deluxe	P2
1937	6	P3		P3
	6	P4	Deluxe	P4
	6	PT50	Commercial	T50
1938	6	P5		P5
	6	P6	Deluxe	P6
	6	PT57	Commercial	T57
1939	6	P7		P7
	6	P8	Deluxe	P8
	6	PT81	Commercial	T81

## Engine Color Reference Data

<u>Item</u>	<u>Year</u>	<u>Model</u>	<u>Code</u>	<u>Date</u>	<u>Source</u>	<u>Page</u>	<u>Document</u>
1	1928	Q	1 <sup>st</sup> Ed.	Jun. 1928	Ply. Instruction Book		See Note 1
2	1928	Q	2 <sup>nd</sup> Ed.	Aug. 1928	Ply. Instruction Book		See Note 1
3	1929	U	P-16-?; P-74		Factory Photos (2)		See Note 2
4	1929	U	none	no date	Ply. Data Book		See Note 1
5	1929	U	4 <sup>th</sup> Ed.	Jan. 1929	Ply. Instruction Book		See Note 1
6	1929	U	5 <sup>th</sup> Ed.	May 1929	Ply. Instruction Book		See Note 1
7	1929	U	6 <sup>th</sup> Ed.	Aug. 1929	Ply. Instruction Book		See Note 1
8	1930	30-U	1 <sup>st</sup> Ed.	Apr. 1930	Ply. Instruction Book		See Note 1
9	1930	30-U	2 <sup>nd</sup> Ed.	Jun. 1930	Ply. Instruction Book		See Note 1
10	1930	30-U	3 <sup>rd</sup> Ed.	Sep. 1930	Ply. Instruction Book		See Note 1
11	1930	30-U	573	no date	Booklet "A Trip Through The Factory	9	See Note 3
12	1930	30-U	none	no date	Ply. Data Book	VI-4	See Note 3
13	1931	PA	none	no date	Ply. Data Book	4	See Note 4
14	1931	PA	1 <sup>st</sup> Ed.	Jul. 1931	Ply. Instruction Book	46, 48	See Note 4
15	1931	PA	2 <sup>nd</sup> Ed.	Dec. 1931	Ply. Instruction Book	46, 48	See Note 4
16	1932	PB	1 <sup>st</sup> Ed.	Mar. 1932	Ply. Instruction Book	48, 50	See Note 1
17	1932	PB	3 <sup>rd</sup> Ed.	Apr. 1932	Ply. Instruction Book	48, 50	See Note 1
18	1933	PC	1 <sup>st</sup> Ed.	Oct. 1932	Ply. Instruction Book	50, 52	See Note 1
19	1933	PC	2 <sup>nd</sup> Ed.	Nov. 1932	Ply. Instruction Book	50, 52	See Note 1
20	1933	PC	3 <sup>rd</sup> Ed.	Dec. 1932	Ply. Instruction Book	50, 52	See Note 1
21	1933	PC	4 <sup>th</sup> Ed.	Jan. 1933	Ply. Instruction Book	50, 52	See Note 1
22	1934	PE, PF, PG	D2548	Jan. 1934	Ply. Maint. Man.		See Note 5
23	1934	PE, PF PG		1/2/1934	Ross Roy Data Book		See Note 6
24	1934	PE, PF	D3496		Ply. Shop Man.		No Photos
	1935	PG, PJ	D3496		Ply. Shop Man.		No Photos
	1936	P1, P2	D3496		Ply. Shop Man.		No Photos
25	1937	P3, P4	D3906		Ply. Shop Man.	5	See Note 7
26	1937	P3, P4	D4148	1936	Ply. Owners Manual	36	See Note 8
27	1937	P3, P4	D4148	1936	Ply. Owners Manual	41	See Note 9
28	1938	P5, P6	D4670	1937	Ply. Owners Manual	47	See Note 10
29	1938	P5, P6	D4670	1937	Ply. Owners Manual	54	See Note 11
30	1938	P5, P6	D4291		Ply. Shop Man.	46, 58, 59, 82	See Note 12
31	1938	P5, P6		Oct. 1937	Ross Roy Data Book	27	See Note 13
32	1938	P5, P6	8428-H	Apr. 1938	Sales Brochure		See Note 14
33	1939	P7, P8	D8096		Ply. Ply. Shop Man.	86	See Note 15

Note 1 – Shows engine with all dark color which we know is wrong; head always silver

Note 2 – Silver head; Black block; From Detroit Library

Note 3 – Silver head; Black block; shows a room testing motors for two hours

Note 4 – Silver head; Black block

Note 5 – No color in engine section

Note 6 – No actual photos of engine; one view of auto. Clutch but shown in white or silver which they were always black.

Note 7 – Silver block; black oil filter Fig. 606 (9x22); Silver head, block; Black oil filter, dist. Cap Fig 706 (10x145); Silver block Fig. 820 (2x152)

Note 8 – Silver head; Black or as cast block

Note 9 – Silver block, black dist. Cap

Note 10 – Silver head; black block (15x96)

Note 11 – Silver head; As cast block (15x104)

Note 12 – Silver head, block; Black oil filter Fig 72 (9x22); Silver head, block Fig 82 (17x132); Fig 83 (10x145); Silver block Fig. 114 (2x152); Silver head, Black block Fig. (11x60)

Note 13 – Silver head; Black air cleaner, gen., starter, oil filter Gray as cast block

Note 14 – Silver head, Black elect. Parts, air cleaner; As cast block

Note 15 – Silver block Fig. 121 (2x152); Silver head; Black block Fig. 124 (11x60); Silver block Fig. 121 (2x152)

## Spark Plug Chart

<b>Model</b>	<b>Year</b>	<b>Brand</b>	<b>Code</b>	<b>Comments</b>
Q	1928	AC	A	7/8" Size
Q	1928	AC	Y	7/8" Size; for the cast iron Hi-Comp. red head
U	1929	AC	G12	18mm size
30U	1930	AC	G12	18mm size
PA	1931	AC	G12	18mm size
PB	1932	AC	K12	14mm size; depending on heat range needed K9 and K10 are allowed
PC,PD	1933	AC	K9	14mm size; depending on heat range needed K10 and K12 are allowed
PC,PD	1933	AC	K9L or SL9	14mm size long; for Aluminum Head
PE,PF,PG	1934	AC	K9 or S9	14mm size; Ply Shop Man. Pg. 6; depending on heat range needed K10 and K12 are allowed
PE,PF,PG	1934	AC	K9L or SL9	14mm size long; for Aluminum Head; Ply Shop Man. Pg. 6
PJ	1935	AC	K9	14mm size; Ply Shop Man. Pg. P2B; depending on heat range needed K10 and K12 are allowed
P1,P2	1936	AC	K9	14mm size for early up to eng. 254912 Ply Shop Man. Pg. P3C; depending on heat range needed K10 or K12 are allowed
P1,P2	1936	Champion	J8	14mm size for after eng. 254912 Ply Shop Man. Pg. P3C; depending on heat range needed J11 is allowed
P3,P4	1937	Champion	J8	14mm size; Ply Shop Man. Pg. 5; depending on heat range needed J11 is allowed
P5	1938	Champion	J8	14mm size; Ply Shop Man. Pg. 155; depending on heat range needed J11 is allowed
P6	1938	Auto Lite	A7	14mm size; Ply Shop Man. Pg. 155;
P7	1939	Champion	J8	14mm size; Ply Shop Man. Pg. 173; depending on heat range needed J11 is allowed
P8	1939	Auto Lite	A7	14mm size; Ply Shop Man. Pg. 173;

## **1928 & 1929 Q**

### **N. Mechanical Condition**

Fiber discs were used for universal joints. Metal universal joints are permitted.

### **O. Engine Compartment**

Cylinder head is silver, except hi-compression which was red (option). Block and clutch housing should be black. Fan should have 2 blades. Horn is Klaxon 12 C. Engine number should begin with "Q". Spark plugs should be AC and blue base (In 1935 Chrysler Corp. stopped supporting AC and switched to Champion). Master cylinder supply tank should be 5" tall and 3" in diameter, with 1 3/4" diameter lid, and be mounted on left side of firewall and should have "Lockheed" decal. Hose clamps should be the double wire type. Exhaust pipe leaves from the rear of the engine in Q and from the front in the U.

## **1929-1930 U**

### **N. Mechanical Condition**

Fiber discs were used for universal joints. Metal universal joints are permitted.

### **O. Engine Compartment**

Cylinder head is silver, except hi-compression, which was red (option). Block and clutch housing should be black. Fan should have 2 blades. Horn is Klaxon 16. Engine number should begin with "U". Spark plugs should be AC Blue base. Champion not used until 1935. Master cylinder supply tank should be 5" tall and 3" in diameter, with 1 3/4" diameter lid, and be mounted on left side of firewall. Hose clamps should be the double wire type. Exhaust pipe leaves from the rear of the engine in Q and from the front in the U.

The 30U carried a U series engine but to differentiate between the old U engine & the new, engine numbers ran in a different sequence. The 1929U numbers ended at U110,000, while the 30Us U series engine began at engine number U200,001 and ran to U277,000.

## **1931 PA**

PA built from May 1, 1931 to July 13, 1932. PA Thrift production began January 1, 1932 to September 23, 1932.

### **O. Engine Compartment**

"Floating Power" engine mounts available. Freewheeling was used.

Early PAs had air silencer mounted low below carburetor while later PAs had vertical air silencer like the PB models. All later production PAs had 3 bolt manifolds & a steering shock eliminator on the left front spring.

## **1932 Model PB**

### **O. Engine Compartment**

Horn should be Klaxon K-14 and mounted on steering column.

Oil filter standard

Crank hole cover was stainless.

The Carter BB-1 Universal Updraft is an officially acceptable replacement for the 1932 PB Carter types 4A2 and 4A3.

## **1933**

### **O. Engine Compartment**

1. Color: The block was black and the head silver except the high compression Red Head.

2. The correct 1933 air cleaner is the helmet type. An optional oil bath is called out in the parts book and is also correct.

3. Carburetor: C6A1 to C6A4 is stock for 1933.

## **1934**

### **O. Engine Compartment**

PE engine number should begin with "PE", "PF" & "PG" engine number should begin with "PF".

Firewall should have body plate and red oval company plates in center.

Engine compartment should have the 3 black splash pans, one on each side of the engine and one in front.

Decals should be on oil filter, oil filler cap and air cleaner.

High compression aluminum cylinder head should remain aluminum and not painted red.

## **1935**

### **N. Mechanical**

Exhaust system originally had an exhaust pipe, which was welded to a round muffler and the factory system was painted black.

Factory replacement mufflers have embossed part number. Look for exhaust pipe support bracket at bell housing.

The tailpipe should have a 90 degree angle cut (commonly called a 'baloney' cut) to the outboard side. An exhaust deflector was an optional item.



## **O. Engine Compartment**

All wires are lacquered cotton braid in colors and covered by a black loom.

The Firewall engine block, bell housing and transmission are painted gloss black as are all of the electrical and mechanical items such as the air cleaner, oil filter, water pump, generator, starter, fan and pulleys.

The cylinder head is always silver as will be the water outlet.

The oil filter is the sealed cartridge type, originally painted black.

A heavy-duty air filtration package included a Triplex air cleaner (take-apart), ventilated oil filler cap and a HD crankcase breather pipe air cleaner.

Hose clamps were double flat strap type. PJ Deluxe cars had a regulator in place of the cutout.

The Business series PJ used a low profile water outlet and thermostat assembly with no by-pass.

Look for decals on the oil filler cap, oil filter and air cleaner as well as the filtered crank case ventilator (if so equipped).

## **1936**

### **N. Mechanical**

Exhaust system originally had an exhaust pipe, which was welded to an oval muffler and the factory system was painted black. Factory replacement mufflers have embossed part number.

Look for exhaust pipe support bracket at bell housing.

The tailpipe should have a 90 degree angle cut (commonly called a 'baloney' cut) to the outboard side. An exhaust deflector was an optional item.

### **O. Engine Compartment**

Firewalls may be black or body color.

Models using a silver block must use silver on the water pump, bell housing (Clutch Cover) and transmission.

Models using a black block must use black on the bell housing and transmission as well.

All of the electrical and mechanical items such as the intake manifold, air cleaner, oil filter, water pump, generator, starter, fan and pulleys will be finished in high gloss black enamel.

The cylinder head is always silver regardless of block color as will be the water outlet.

The oil filter is the sealed cartridge type, originally painted black.

A heavy-duty air filtration package included a Triplex air cleaner (take-apart), ventilated oil filler cap and a HD crankcase breather pipe air cleaner.

Hose clamps were double flat strap type. PJ Deluxe cars had a regulator in place of the cutout.

The P-2 (Economy Series) used a low profile water outlet and thermostat assembly with no by-pass.

All engine compartment components such as the radiator, baffles, splash shields, etc., shall be painted high gloss black enamel.

Look for decals on the oil filler cap, oil filter and air cleaner as well as the filtered crank case ventilator (if so equipped).

All wires are lacquered cotton braid in colors and covered by a black loom.

### **1937**

No Specifics

### **1938**

No Specifics

### **1939**

No Specifics

### **1935 - 1941 Commercial**

No Specifics

### **FARGO COMMERCIAL**

The Fargo is a Dodge pickup with its own very obvious trim package including:

#### **O. Engine**

Canadian production Fargos (except 1936) used the long Chrysler DeSoto block. This means that swapping another engine from most any Mopar six was possible. Correct engine numbers always start with "T".