

CHALMERS

MODEL 35B (1916-17). SERIAL NOS. 82,001-90,000
MODELS 35C AND 35D (1918-19). SERIAL NOS. 94,001-111,025
WESTINGHOUSE GENERATING, STARTING AND LIGHTING SYSTEM
REMY IGNITION

BATTERY.—Battery is 6 volt, 80 ampere-hour. The positive (+) terminal is grounded at the starting motor.

IGNITION.—Breaker contacts separate .015 to .018 inch. When the condition of the points affects the ignition, resurface with a fine, flat jeweler's file or well worn No. 00 sandpaper.

OILING.—Refill the cup under the distributor head with soft cup grease and turn down two turns every two weeks. Put a small amount of vaseline on the fiber bumper of the contact arm, using a toothpick. If the car is driven more than 500 miles in two weeks, these attentions must be given every 500 miles.

TIMING.—Breaker contacts begin to separate when mark "1 and 6 DC" on flywheel is 1 5/16 inches past indicator, spark control lever and breaker assembly in the fully retarded position. There is a countersunk hole in the rim of the flywheel to aid finding the dead center mark. On early cars this mark is at dead center line, but on later cars it is 1 5/16 inches past dead center, or at the firing point.

FIRING ORDER.—The firing order is 1, 4, 2, 6, 3, 5.

SPARK PLUG GAPS.—Spark plug gaps are .022 to .025 inch.

STARTER.—Frame No. 710. Starter is connected to the engine through a Bendix drive. Starter cranks the engine at 125 R.P.M., taking 275 amperes.

Starter Data		
Torque	R.P.M.	Amperes
0 lb. ft.	4000	40
4 lb. ft.	1000	180
8 lb. ft.	700	280
14 lb. ft.	Lock	450

OILING.—Put 5 or 6 drops of light engine oil in each of the starter oilers every month

GENERATOR.—Frame No. 760. Generator current regulation is by the third brush system. Maximum current output is 15-17 amperes, reached at 1250 R.P.M. of the armature or 16-20 miles per hour.

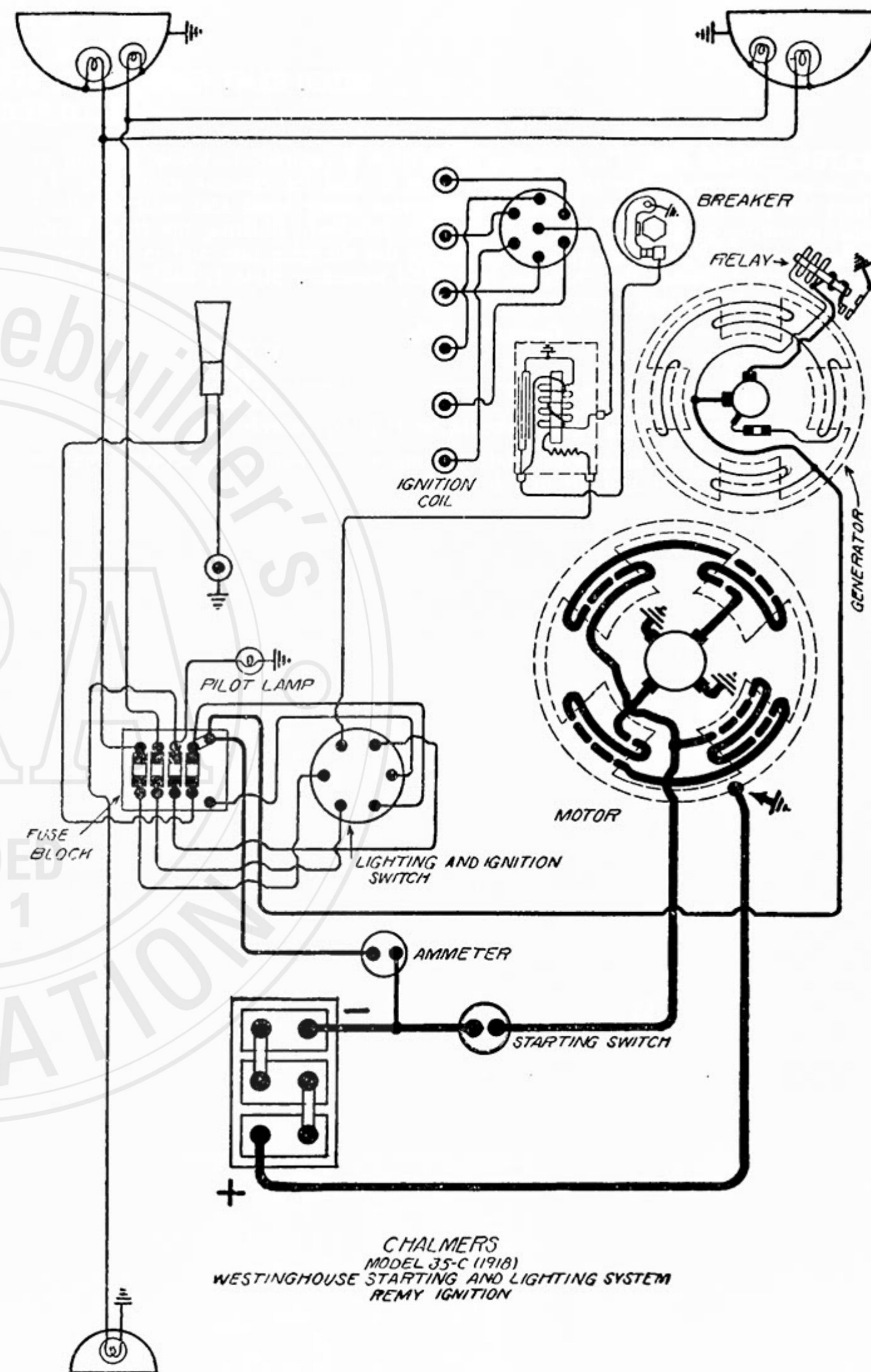
Generator Data					
Amperes	Cold Test	R.P.M.	Amperes	Hot Test	R.P.M.
0		450	0		500
8		675	6		725
12		840	9		850
15-17		1250	12-14		1250
10		2000	7-8		2000

The cold test readings are obtained with a generator temperature under 95°F. The hot test readings are obtained after the generator has been operated one hour at 1800 R.P.M., charging a half-charged battery. Shunt field current is 2.8 to 3.25 amperes when 6 volts pressure is applied to its terminals. When the generator is operating freely as a motor, current is 3.5 to 5 amperes at 6 to 6.6 volts.

OILING.—Put 5 or 6 drops of light engine oil in each of the generator oilers every two weeks. If the car is driven more than 500 miles in two weeks, the oiling must be done every 500 miles.

RELAY.—Relay is mounted in the generator frame. Relay closes at 500-550 R.P.M. of the armature or 8-10 miles per hour and opens at 450-500 R.P.M. of the armature or 6-8 miles per hour. Adjust the spring tension on the relay armature so that the contacts open with a discharge current of 0-3 amperes. Adjust the air gap between the relay armature and coil core so that the contacts close when the voltage of the generator reaches 6.2 to 6.5 volts. Air gap between relay armature and coil core is .005 inch, contacts closed. Contacts separate .030 to .035 inch. Resistance of the shunt coil is 68 ohms. Clean relay contacts by drawing unglazed paper between them. If badly burned or pitted, resurface with well worn No. 00 sandpaper. Remove all grit. Adjust before again putting into service.

LAMPS.—Head lamps are 6-8 volt, 15 cp. Dimmer lamps are 6-8 volt, 4 cp. Dash and tail lamp is 6-8 volt, 2 cp.



CHALMERS
 MODEL 35-C (1918)
 WESTINGHOUSE STARTING AND LIGHTING SYSTEM
 REMY IGNITION