

CHEVROLET

SUPERIOR MODEL K (1925-26)

REMY GENERATING, STARTING AND LIGHTING SYSTEM REMY IGNITION

BATTERY:—Exide, Type 3-XC-13-1. Willard, Type XW-13. U. S. L., Type XY-13. 6 volt, 90 ampere hour. Starting capacity is 98 amperes for 20 minutes. The lighting capacity is 5 amperes for 18 hours. The negative (—) terminal is grounded.

IGNITION:—Coil Model 284-L. Distributor Model 374-A. Breaker contacts separate .030 inch. They are made of tungsten. When the condition of the contacts affects the ignition, remove and resurface on a medium hard oilstone or with a fine, flat jeweler's file. The distributor has no automatic advance. Manual advance is 30°.

Mounting:—Distributor is mounted on the generator head and is driven by the generator armature shaft. To remove distributor, disconnect the primary lead and manual advance rod. Remove distributor head with high tension cables intact. Then loosen the clamping bolts through the split collar on the generator housing and lift distributor out.

Oiling:—Refill the grease cup on the side of the distributor shaft and turn down one quarter turn every month or each 1000 miles if the car is driven more than 1000 miles in a month.

Timing:—Breaker contacts separate when No. 1 piston entering power stroke is at dead center with the spark control lever and breaker assembly in the fully retarded position. To check timing, crank engine over until piston No. 1 enters the compression stroke. This is the upstroke with both valves closed. Fully retard the spark control lever and continue to crank engine until piston reaches top dead center. At this point the top dead center mark on the flywheel should be opposite the indicator on the flywheel housing. If breaker contacts are not beginning to separate, loosen the lock nut in the center of the breaker cam and pry cam upward. Rotate cam until contacts begin to separate. Make certain the cam is correctly seated on taper shaft and tighten the lock nut. Make certain the rotor is opposite the segment connected to the spark plug in cylinder No. 1 and connect the remaining plugs in order 2-4-3 clockwise, around the distributor head.

Firing Order:—The firing order is 1-2-4-3.

Spark Plugs:—Spark plug gaps are .025 inch.

VALVE TIMING:—Inlet Valves. Head diameter is 1 5/16 inches; stem diameter is 7/16 inch; stem length is 4 7/32 inches; tappet clearance is .004 inch. Inlet valves open at 16 degrees after top dead center and close 52 degrees after lower dead center.

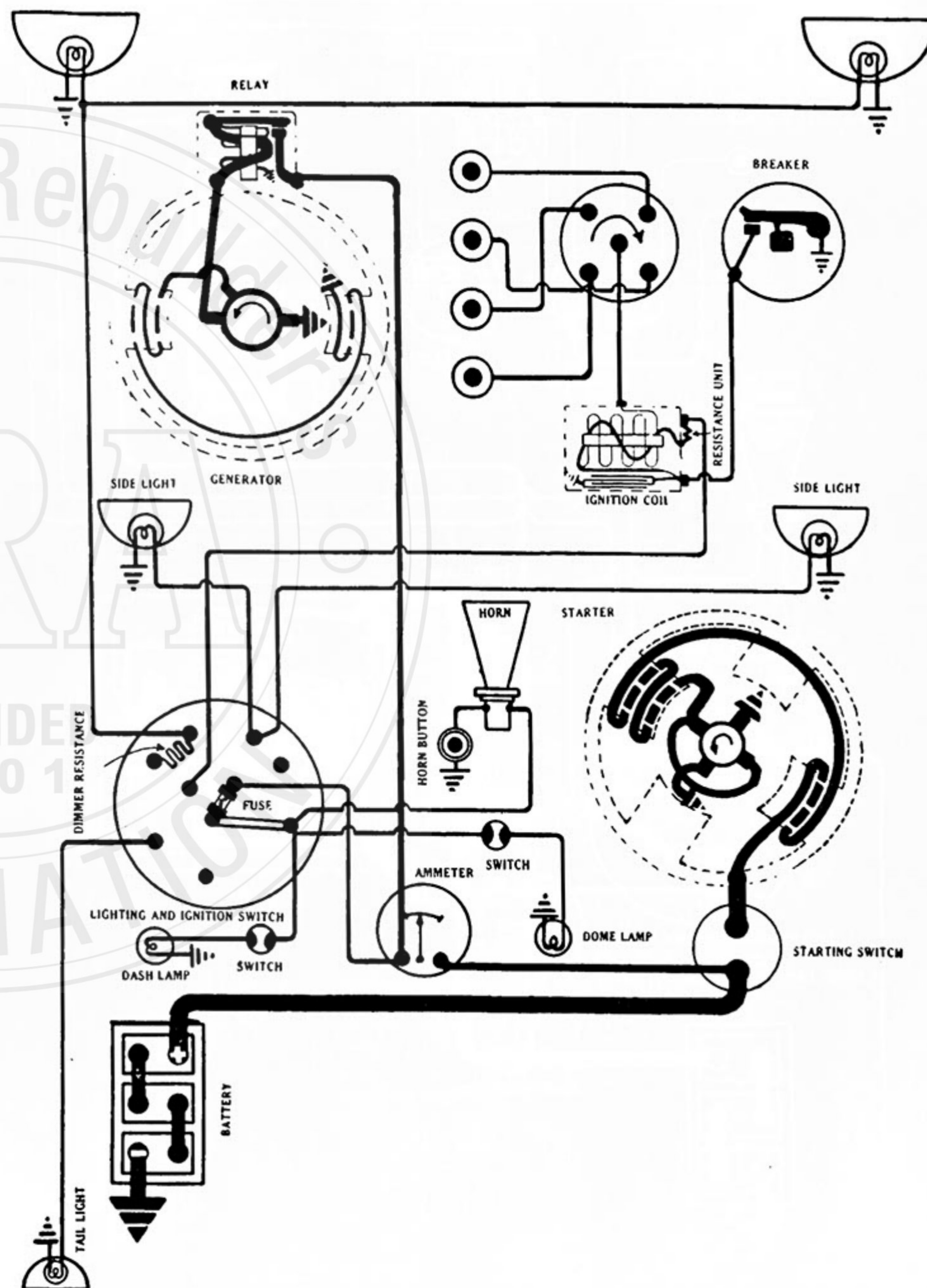
Exhaust Valves:—Head diameter is 1 5/16 inches; stem diameter is 7/16 inch; stem length is 4 7/32 inches. Tappet clearance is .004 inch. Exhaust valves open 40 degrees before lower dead center and close 16 degrees after top dead center.

STARTER:—Model No. 711-BX The direction of rotation looking at the commutator end is counter-clockwise. Starter is connected to motor by a Bendix drive. Cranks the at 160 R.P.M. taking 140 amperes. Starter brush tension should be 20-24 ounces each.

Starter Data

Torque	R.P.M.	Volts	Amperes
0 lb. ft.	5000	5	65
10 "	Lock	3.5	425

Mounting:—Starter is mounted at the right of the engine on the forward side of the flywheel housing. To remove the starter, disconnect cable and flange mounting bolts. Pull starter forward to disengage pinion on drive and lift from place.



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Oiling.—Put 4 or 5 drops of light engine oil into starter oiler every two weeks. If car is driven over 500 miles in two weeks, this care must be given every 500 miles.

GENERATOR:—Model No. 950-B. The direction of rotation is counter-clockwise looking at commutator end. The third brush system is used for voltage regulation. The maximum charging rate is 18 amperes reached at 1800 R.P.M. of the generator armature. Brush tension is 14-18 ounces each. Shunt field current is 5 amperes at 6 volts.

Generator Data

Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
0.....	7.25.....	640			
7.....	7-7.3.....	880	12-15.....	8-8.5.....	1750
15-17.....	8.3-8.8.....	1750			
8.5-15.5		2500			

To adjust the generator charging rate, loosen the generator cover band and the screw on the generator end plate. Then shift the third brush in the direction of armature rotation to increase the charging rate and in the opposite direction to decrease the charging rate. Tighten the screw after making the adjustment.

Mounting:—Generator is flange mounted on the right and to the front of the engine. Generator is driven by a gear meshing with the camshaft gear housed in the gear case at the forward end of the engine. To remove the generator, remove distributor and ignition coil which is mounted on top of the generator. Remove flange mounting cap screws and pull generator to the rear to disengage the driving gears. Then lift from place.

Oiling:—Put 4 or 5 drops of light engine oil into generator oiler every two weeks. If car is driven over 500 miles in two weeks, this attention must be given every 500 miles.

RELAY:—Model 265-B. Relay is mounted on top of the generator. Relay contacts close at 6-10 M.P.H. or 650 R.P.M. of the generator when the voltage reaches 7.25 volts and open with a discharge current of 0-2.5 amperes. Contacts separate .020 inch. Air gap between relay armature and coil core is .016 inch, contacts closed.

LIGHTING.—Clum Switch Model 10441. Head lamps are 6-8 volt, 21 cp. S.C. Dash, dome and tail lamps are each 6-8 volt, 3 cp. S.C.

FUSES.—Lighting fuse on switch is 15 amperes.

