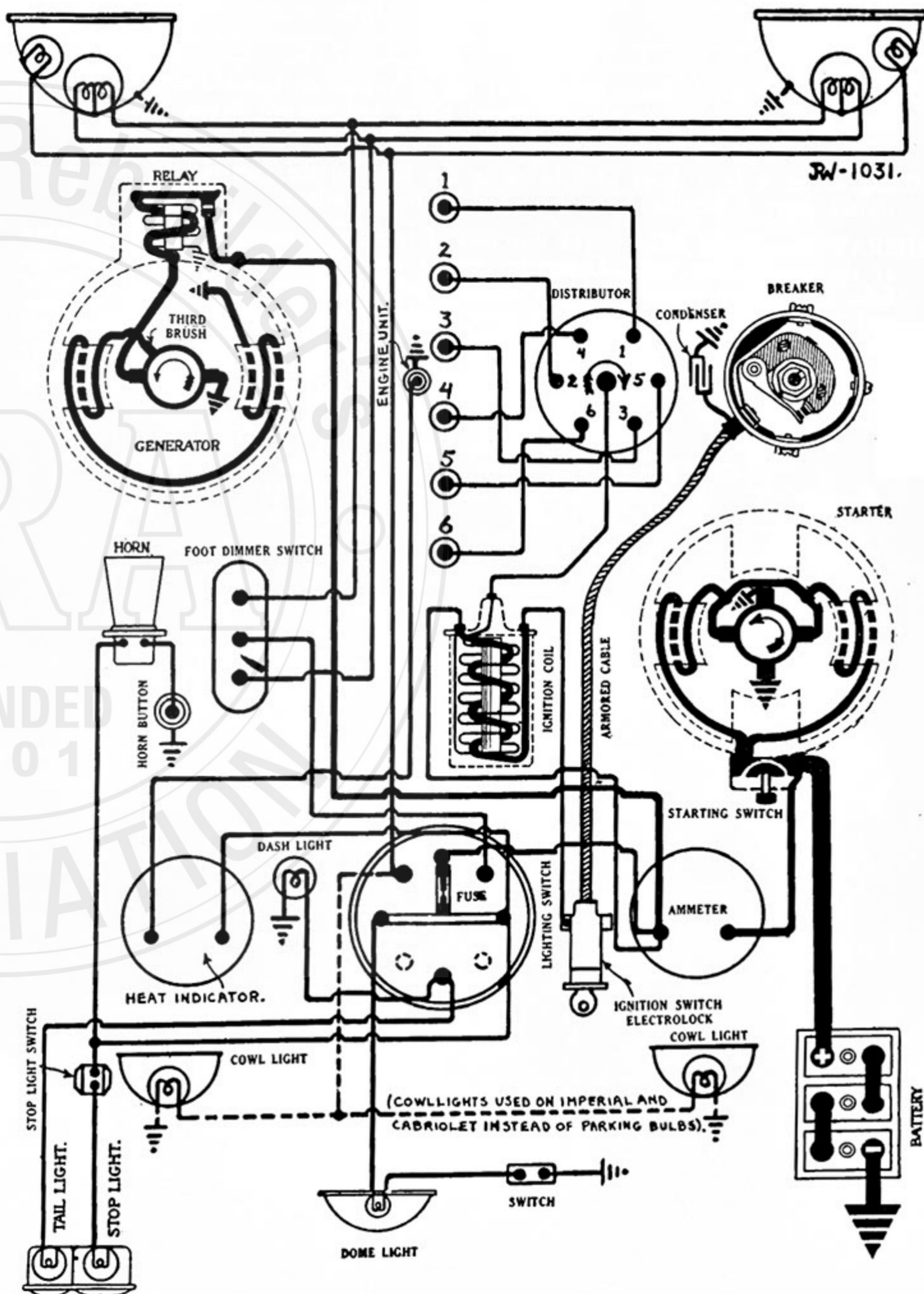


DELCO-REMY IGNITION



CHEVROLET

INTERNATIONAL

SERIAL NUMBERS (PASSENGER CARS AND 1/2 TON TRUCK) AC-1001 UP SERIAL NUMBERS (1 1/2 TON TRUCK) LQ-1001 UP DELCO-REMY GENERATING, STARTING SYSTEM DELCO-REMY IGNITION

dead center and close 4 degrees after top dead center. The flywheel is marked at top dead center. The inlet opening point should be .14 inch on the circumference after this point.

STARTER:—Model 714-L. Starter is connected to the engine through a Bendix drive. The direction of rotation is counter-clockwise, viewed from the commutator end. Starter cranks the engine at 175 R.P.M. Brush spring tension is 24-28 ounces.

Starter Data			
Torque	R.P.M.	Volts	Amperes
0 lb. ft.....	5000.....	5	65
14 "	Lock.....	3.63	475

Mounting:—Starter is flange mounted at right of engine on forward side of flywheel housing. To remove starter, disconnect cable and remove flange mounting cap screws. Then pull starter forward and lift from place.

Oiling:—Put 8 or 10 drops of light engine oil in the oiler on the commutator end of the starter every month or each 1000 miles. The drive end bearing is oilless.

GENERATOR:—Model 943-J. The direction of rotation is counter-clockwise, viewed from the commutator end. Generator current regulation is by third brush shunt field. To adjust generator output, remove the commutator cover band and loosen the small round headed screw on the commutator end plate. Then shift the third brush in a counter-clockwise direction to increase the charging rate and in the opposite direction to decrease the charging rate. Tighten the screw after making the adjustment. With standard car setting the maximum charging rate is 18 amperes (cold) reached at 2100 R.P.M. or 25 M.P.H.

Generator Data					
Cold Test			Hot Test		
Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
16-18.....	8.2.....	1700	11-13.....	7.55-7.85.....	1750-1850

Motoring generator draws 3 amperes at 6 volts. Shunt field current is 4-5.9 amperes at 6 volts. Brush spring tension is 14-18 ounces.

Mounting:—Generator is mounted at left of engine by special hinge bracket and is driven by the fan belt. To remove generator, disconnect lead and remove cap screw in adjustment clamp at front of generator. Swing generator toward motor, slip off drive belt and remove bolts in generator end plates holding generator on bracket. Then lift generator from place.

Oiling:—Put 8 or 10 drops of light engine oil in the oiler at each end of the generator every month or each 1000 miles.

RELAY:—Model 265-H. Relay is mounted on the generator. Relay contacts close at 750 R.P.M. or 8 M.P.H. when the generator voltage reaches 7-7.5 volts and open at 550 R.P.M. or 6 M.P.H. with a discharge current of 0-2.5 amperes. Relay contacts separate .015-.025 inch. Air gap is .014-.020 inch with contacts closed.

LIGHTING:—Delco-Remy Switch Model 478-C. Dimmer Switch Model 465-H. Double filament headlights are used controlled by the dimmer switch mounted on the toeboard. Lighting switch is mounted on the instrument panel. Headlights are 6-8 volt, 21-21 cp. D.C. Mazda 1110. Auxiliary headlights are 6-8 volt, 3 cp. S.C. Mazda 63. Side lights (used instead of auxiliaries on Imperial and Cabriolet models) are 6-8 volt, 3 cp. S.C. Mazda 63. Stop light is 6-8 volt, 15 cp. S.C. Mazda 87. Dome, dash and tail lights are each 6-8 volt, 3 cp. S.C. Mazda 63.

FUSES:—Lighting fuse mounted on back of switch is 15 ampere capacity.