

CHRYSLER

MODEL 25-F. SERIAL NOS. WW-100-W UP.
MODEL F-58 SERIAL NOS. WY 223-P UP (1926)
REMY GENERATING, STARTING AND LIGHTING SYSTEM.
REMY IGNITION

BATTERY:—Willard Type LWR-13. 6 volt, 93 ampere hour. The starting capacity is 115 amperes for 20 minutes. The lighting capacity is 5 amperes for 18.5 hours. The positive (+) terminal is grounded.

IGNITION:—Coil Model No. 284-P Distributor Model No. 634-A. Breaker contacts separate .022 inch. They are made of tungsten. When the condition of the contacts affects the ignition, remove and resurface with a fine, flat jeweler's file. Manual advance is 20°. Automatic advance is 18°. The tension of the contact arm spring should be 20 ounces.

Oiling:—Screw down the grease cup on the side of the distributor housing two turns every month or each 1000 miles if the car is driven more than 1000 miles in a month. Put 4 or 5 drops of light engine oil in the oiler on the auxiliary bracket every 1000 miles.

Timing:—On 1925 cars breaker contacts begin to separate when the piston entering power stroke reaches a position .060 inch before top dead center with the spark lever in the fully advanced position. On 1926 cars the piston position should be .020 inch before top dead center.

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

Spark Plugs:—Spark plug diameters are $\frac{7}{8}$ inch. Gaps are .027-.030 inch.

STARTER:—Model No. 712-D. The starter is connected to the engine by means of a Bendix drive. The direction of rotation is counter-clockwise, looking at the commutator end. Starter cranks the engine at 150 R.P.M. taking 150 amperes at 5 volts. Starting switch is Model 404-S.

Starter Data.			
Torque	R.P.M.	Volts	Amperes
0 lb. ft.	5000	5	65
11 "	Lock	3.6	450

The starter brush tension should be 28-32 ounces each.

Oiling:—Put 4 or 5 drops of light engine oil in the oiler on the commutator end of the starter every month or each 1000 miles if the car is driven more than 1000 miles in a month. The bearing on the drive end of the starter is of the oilless type.

GENERATOR:—Model No. 951-C. The direction of rotation is counter-clockwise, looking at the commutator end. The generator is belt driven, and care must be taken to see that the fan belt is not tight enough to crowd the generator bearings and yet should not permit the generator to slip. The third brush system is used for current regulation. To adjust generator output, loosen the hexagon-headed screw on the generator end plate and shift the third brush. Shifting the brush in the direction of generator rotation increases the charging rate and in the opposite direction decreases the output. The maximum charging rate is 15-17 amperes reached at 1800 R.P.M. of the armature or 20.4 M.P.H.

Generator Data.					
Cold Test			Hot Test		
Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
0	7.25	750			
7	7.4	925	11.6	7.85	1978
16	8.3	1800			

Running freely as a motor, generator makes 440 R.P.M. drawing 6.5 amperes at 7.1 volts. Field current is 4-6 amperes at 6 volts. The tension of the generator brushes should be 18-24 ounces each.

Oiling:—Put 4 or 5 drops of light engine oil in each of the generator bearing oilers every month or each 1000 miles if the car is driven more than 1000 miles in a month.

RELAY:—Model No. 265-B. Relay closes at 750 R.P.M. when the generator voltage reaches 7.25 volts and opens with a discharge current of 0-2.5 amperes. Relay contacts separate .020 inch. Air gap between the relay armature and coil core is .016 inch, contacts closed.

LIGHTING:—Switch Model 475-B. Head and stop lamps are each 6-8 volt, 21 cp. Dash, dome, side and tail lamps are each 6-8 volt, 3 cp.

FUSES:—Lighting fuse is 20 amperes.

