

CHRYSLER

IMPERIAL MODEL E (80) (1926)

REMY GENERATING, STARTING AND LIGHTING SYSTEM REMY IGNITION

BATTERY.—Prest-O-Lite, Type A-617-SH. 6 volt. Starting capacity is 170 amperes for 20 minutes. Lighting capacity is 5 amperes for 32 hours. The positive (+) terminal is grounded.

IGNITION.—Coil Model 525-B. Distributor Models 656-C and 656-D. Breaker contacts separate .022 inch. Resurface contacts with a fine, flat jeweler's file or on a medium hard oilstone. Double contacts are used. They must be synchronized. Set stationary contacts to open .022 inch with the breaker arm on the high point of the cam. Then loosen screw holding mounting plate on which other set of contacts are mounted and shift until breaker arm is also on high point of cam. Set breaker contacts, being careful to keep gap within limits of .018-.024 inch. Distributor is equipped with both manual and automatic advance. Manual advance is 15°. Automatic advance is 30°. On the Model 656-D distributor, manual advance is 15°, and automatic advance is 18°.

Oiling.—Fill the grease cup under the distributor head with medium cup grease and turn down two turns every two weeks or each 500 miles.

Timing.—On cars using Distributor Model 656-C, breaker contacts begin to separate when piston entering power stroke reaches a position .010 inch before top dead center. With Distributor Model 656-D, piston position should be .040-.050 inch before top dead center. The manual advance lever should be in the fully advanced position in each case.

Firing Order.—The firing order is 1-5-3-6-2-4.

Spark Plugs.—Spark plug diameters are $\frac{7}{8}$ inch. Gaps are .028 inch.

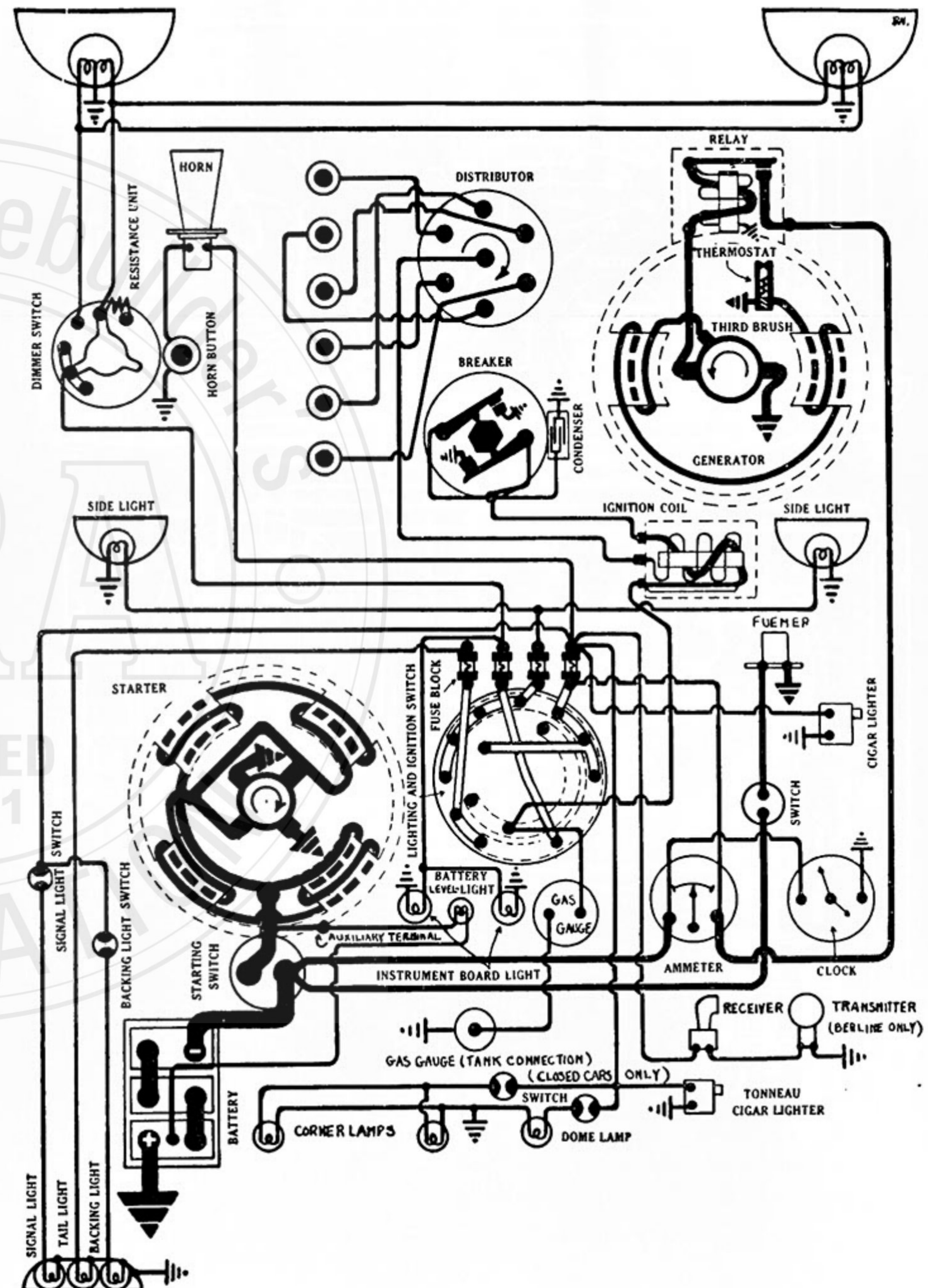
STARTER.—Model 732-A. Starter is connected to the engine through a manual pinion shift incorporated in the starting switch. Starter drives pinion through reduction gears and Delco clutch, cranking the engine at 102 R.P.M., taking 117 amperes at 5.35 volts. The direction of rotation is clockwise, looking at the commutator end. Starter brush tension should be 20-28 ounces each.

Starter Data			
Torque	R.P.M.	Volts	Amperes
0 lb. ft.	3000	5	65
32 "	Lock	3	600

A small auxiliary terminal is located on the starter frame. The battery levelite line is connected to it and is connected to the battery when the starter switch is closed.

Oiling.—Put 4 or 5 drops of light engine oil in the starter bearing oilers every 1500 miles. The reduction gear compartment is packed with graphite grease. A small pipe plug on the top of the gear case should be removed to add grease when this becomes necessary.

GENERATOR.—Model 945-B. The direction of rotation is counter-clockwise, looking at the commutator end. Generator current regulation is by the third brush system combined with a thermostat. Thermostat contacts open at 165° F. and cut a resistance into the field circuit, reducing the output approximately 50%. To adjust charging rate, loosen the small round headed screw on the outside of the generator end plate and shift the third brush mounting bracket. Shifting the third brush in the direction of armature rotation increases the charging rate and in the opposite direction decreases the charging rate. Tighten the screw after making the adjustment. The maximum charging rate is 19 amperes, reached at 1600 R.P.M. or 24 miles per hour. Generator brush tension should be 22-28 ounces.



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Generator Data

Cold Test (67° F.)			Hot Test (233° F.)		
Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
0.....	6.58.....	495	0.....	6.95.....	670
16.....	8.5.....	1090	8.....	7.92.....	1108
19.2.....	8.95.....	1855	12.....	8.29.....	2075
16.....	8.78.....	2560	9.2.....	8.15.....	3520
9.4.....	8.35.....	3840	8.05.....	8.10.....	4000

Oiling.—Put 4 or 5 drops of light engine oil in the generator bearing oilers every month or each 1000 miles.

RELAY:—Model 265-B. Relay is mounted on top of the generator. Relay contacts

close at 600 R.P.M. of the generator armature when the voltage reaches 7.2 volts and open with a discharge current of 0-3 amperes. Contacts separate .020 inch. Air gap between relay armature and coil core is .016 inch, contacts closed.

LIGHTING.—Head lamps are 6-8 volt, 21 cp., using double filament. A dimmer resistance mounted on the dimmer switch at the foot of the steering column is used for dimming. Stop and backing lamps are each 6-8 volt, 21 cp. S. C. Side, dash, dome, tail and tonneau lamps are each 6-8 volt, 3 cp. S. C. Battery solution level indicator lamp is 3-4 volt, 3 cp. D. C.

Switches.—Lighting switch is Model 475-S. Dimmer switch is Model 482-D. Carburetor Choke Control lever is Model 495-D.

FUSES.—Lighting fuses are 20 amperes.

