

CUNNINGHAM

MODEL V-4—FIRST 100 CARS—(1925) MODEL V-6 (1925-26) AFTER 1ST HUNDRED CARS IN 1925 DELCO GENERATING, STARTING AND LIGHTING SYSTEM DELCO IGNITION

BATTERY.—Willard, Type SJR-5. 6 volt, 135 ampere hour. The negative (—) terminal is grounded. Starting capacity is 145 amperes for 20 minutes. Lighting capacity is 5 amperes for 27 hours.

IGNITION:—Coil Model No. 2177. Distributor Model No. 5218. Breaker contacts separate .015-.020 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 or on a medium hard oilstone. The breaker arm spring tension should be 16-20 ounces. Manual advance is 25-30°. Automatic advance begins at 800 R.P.M. and reaches a maximum of 12½-14½° at 2100 R.P.M.

Mounting.—Distributor is mounted at the forward end of the engine between the cylinder banks. To remove, disconnect manual advance rod and remove two hold-down screws. Then lift distributor from position.

Oiling:—Put 5 or 6 drops of light engine oil in the ignition unit oiler every two weeks. If the track of the rotor button in the distributor head is not well polished, apply a small amount of vaseline with a soft cloth. Once each year remove the grease plug on the side of the distributor housing and repack the housing with medium heavy cup grease.

Timing:—Breaker contacts begin to separate when the piston entering power stroke is 5 degrees past top dead center (measured on the flywheel) with the spark control lever and breaker assembly in the fully retarded position.

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

Spark Plugs:—Spark plug gaps are ⅞ inch. Gaps are .030 inch.

STARTER:—Model No. 183. The direction of rotation is counter-clockwise, looking at commutator end. The starter is connected to engine by a Bendix drive. Starter running free at 4000 R.P.M. takes a current of 60-70 amperes, 5.5 volts. Cranking the engine at 150 R.P.M. requires a current of 125-200 amperes, 5 volts. Lock torque is 24 pound-feet, current being 450-550 amperes at 2.75 volts. The starter brush tension should be 2¼ to 2¾ pounds each.

Mounting.—Starter is mounted at the right of the engine. To remove starter, remove three flange mounting screws and pull unit forward and out.

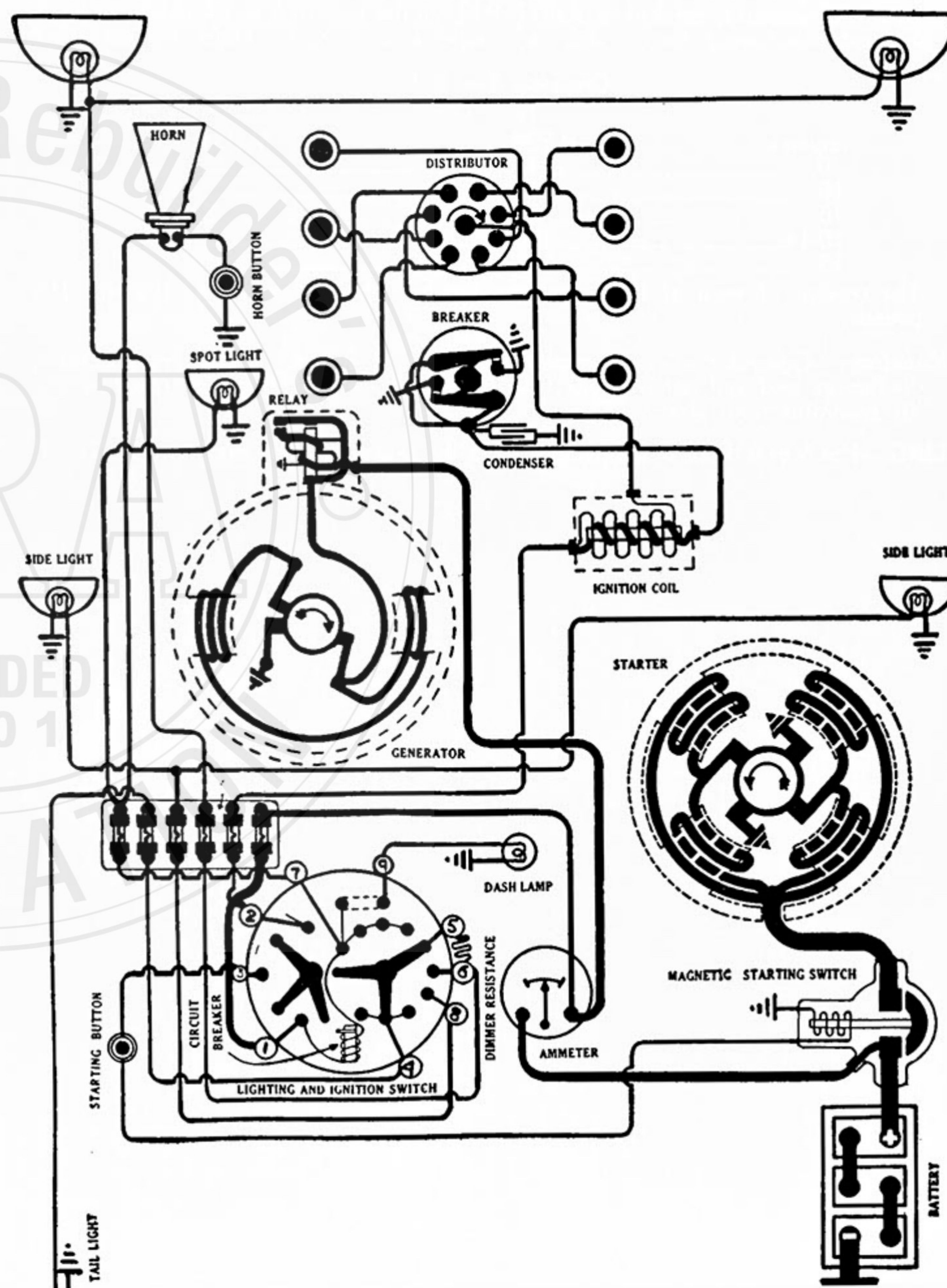
Oiling:—Put 8 or 10 drops of light engine oil in each of the starter bearing oilers every 1000 miles or each month.

GENERATOR.—Model No. 182. The direction of rotation is clockwise looking at the commutator end. The third brush system is used for current regulation. To adjust the output, loosen the locknut on the generator end plate and shift the third brush mounting plate by means of the handle attached. Shifting the third brush in the direction of armature rotation increases the charging rate and in the opposite direction decreases the charging rate. Generator brush tension should be 1½-1¾ pounds each.

Generator Data

Amperes.	R.P.M.
4.....	800
18-20.....	1600

Mounting.—Generator is cradle mounted. To remove, remove hexagon-headed nuts from hold-down clamp and lift generator from place.



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Oiling:—Put 5 or 6 drops of light engine oil in 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 contacts close when the voltage of the generator reaches 6.75-7.5 volts and open with a discharge current of 0-3 amperes. Relay contacts separate .015-.020 inch. Air gap between relay armature and coil core is .025-.035 inch, contacts closed.

LIGHTING.—Combination Switch Model 1173. Head, stop and backing lamps are

each 6-8 volt, 21 cp.S.C. Dash and tail lamps are each 6-8 volt, 2 cp.S.C. Tonneau lamp is 6-8 volt, 2 cp.D.C. Dome lamp is 6-8 volt, 4 cp.D.C. Fender lamps are 6-8 volt, 4 cp.S.C.

CIRCUIT BREAKER:—A circuit breaker mounted on the back of the switch takes the place of fuses. A current of 25-30 amperes will start this device vibrating. While vibrating the current is 10-15 amperes.

NOTE:—The electro-magnetic starting switch was used only on the Model V-4 cars. Model V-6 cars used a manual switch and the wire from switch terminal No. 3 was not used.

