

DURANT

MODEL 55 (1928) SERIAL NUMBERS 1000 UP

CONTINENTAL 14L ENGINE

AUTO-LITE GENERATING, STARTING SYSTEM

AUTO-LITE IGNITION

BATTERY:—U.S.L., Type 3-CVX-5X7, 6 volt, 11 plates. The negative (—) terminal is grounded. Starting capacity (20 minute rate) is 96 amperes for 20 minutes. Lighting capacity (5 ampere rate) is 5 amperes for 16.8 hours. Battery is mounted under front floor boards on right frame member.

IGNITION:—Coil Model IG-4066. Coil is mounted on the generator at the right of the engine. Ignition current is 1.5-2 amperes at 6 volts with engine running and 4.5-5 amperes at 6 volts with engine stopped.

Distributor Model IG-4067-A. Breaker contacts separate .020-.025 inch. Set contact gap by loosening lock nut on stationary contact stud and turning up stud until proper gap is secured with breaker arm on lobe of cam. Resurface contacts with a fine flat contact file or on a medium hard oilstone. Breaker arm spring tension is 16-20 ounces. Distributor is full manual control. Maximum manual advance is 25 degrees.

Mounting:—Distributor is mounted on rear of generator at right of engine. To remove distributor, disconnect primary lead and manual advance rod and remove head with cables intact. Then loosen clamp screw on side of shaft housing and lift distributor from place.

Oiling:—Put 4 or 5 drops of light oil in the oiler on the side of the distributor every 500 miles.

Timing:—Breaker contacts begin to separate when the piston entering power stroke reaches top dead center with the manual spark lever fully retarded. To set timing, crank engine over until piston No. 1 enters compression stroke (the upstroke with both valves closed). Fully retard spark lever. Continue to crank engine until piston reaches top dead center when the dead center mark on the flywheel will be in line with the indicator line directly above the crankshaft in the center of the engine block. Then loosen clamp screw and rotate distributor until the contacts begin to open. Tighten the clamp screw and make certain that the segment opposite the rotor is connected to the spark plug in cylinder No. 1.

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

Spark Plugs:—Spark plugs are 7/8-18 S.A.E. Gaps are .025 inch.

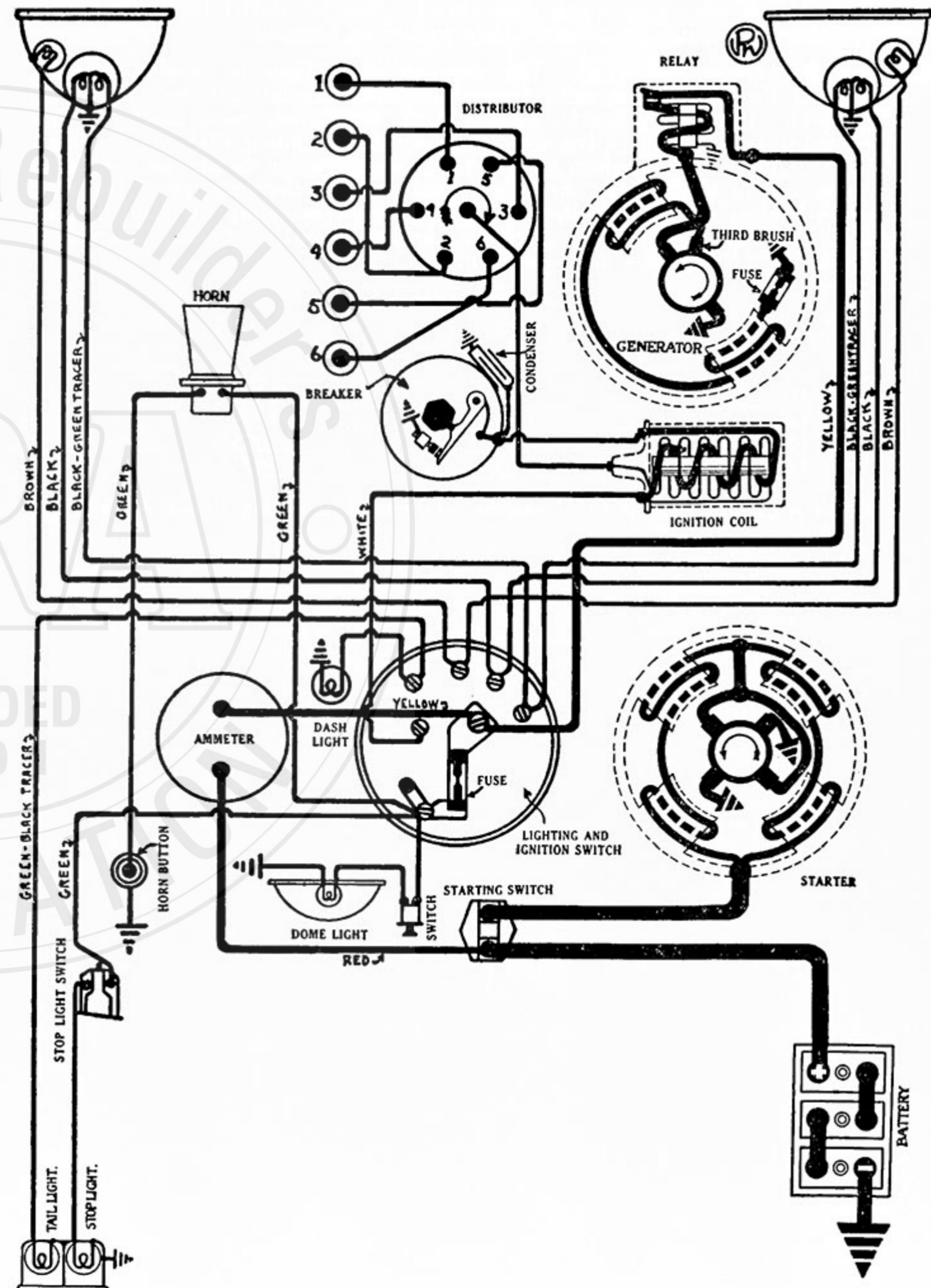
VALVE TIMING:—INLET VALVES:—Head diameter, 1 7/16 inches; stem diameter, .371 inch; stem length, 5 17/32 inches. Valve lift, 5/16 inch. Spring pressure, 77.5 pounds (valve open). Tappet clearance, .006 inch (hot). Inlet valves open 4 degrees after top dead center and close 46 degrees after lower dead center.

EXHAUST VALVES:—Head diameter, 1 5/16 inches; stem diameter, .371 inch; stem length, 5 17/32 inches. Valve lift, 5/16 inch. Spring pressure, 77.5 pounds (valve open). Tappet clearance, .006 inch (hot). Exhaust valves open 41 degrees before lower dead center and close 1 degree after top dead center. Valve stem guides are removable. Oversize valve stems are not made.

STARTER:—Model MZ-4012. The direction of rotation is counter-clockwise, looking at the commutator end. Starter is connected to the engine through a Bendix drive. Brush spring tension is 2.5-3 pounds each.

Starter Data

Torque	R.P.M.	Volts	Amperes
0 lb. ft.	Free	6	50
1.5 "	1800	5.2	150
2.5 "	1325	5.0	200
5.0 "	740	4.5	300
7.6 "	220	4.0	400
12.2 "	Lock	4.0	550



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Mounting:—Starter is cradle mounted at right of engine. To remove starter, disconnect cable and remove mounting clamp band. Then lift starter from place.

Oiling:—Starter bearings are oilless. They require no attention.

GENERATOR:—Model GAL-4107. The direction of rotation is counter-clockwise, looking at the commutator end. Generator current regulation is by third brush shunt field. To adjust generator output, remove commutator cover band and shift third brush and mounting bracket by tapping on mounting stud with a screwdriver. Shift the third brush in a counter-clockwise direction to increase the charging rate and in the opposite direction to decrease the charging rate. The third brush is held in any position by friction between the mounting stud and the end plate. With standard car setting the maximum charging rate is 14 amperes (cold) reached at 1450 R.P.M. or 25 miles per hour.

Generator Data

Amperes	Volts	R.P.M.
2	6.4	675
6	6.9	635
10	7.3	1025
14	7.65	1275
17.2	8.0	2075
14	7.65	2925

Brush spring tension is 24-32 ounces. Generator motoring draws 4.7-5.7 am-

peres at 6 volts. Shunt field current is 4.2 amperes at 6 volts. A five ampere field fuse is mounted on top of the generator.

Mounting:—Generator is mounted at right of engine on rear of timing chain case. Water pump is driven by extension of generator shaft. To remove generator, disconnect all ignition wiring or remove distributor and ignition coil. Disconnect water pump coupling and remove flange mounting cap screws. Then pull generator to rear and lift from place.

Oiling:—Put 4 or 5 drops of light engine oil in the oiler on the commutator end of the generator every 500 miles.

RELAY:—Model CB-4007. Relay is mounted on the generator. Contacts close at 675 R.P.M. when the generator voltage reaches 7-7.5 volts and open with a discharge current of 0-2.5 amperes. Charging current at closing of contacts is approximately 2 amperes. Relay contacts separate .025-.035 inch. Air gap is .010-.030 inch with contacts closed.

LIGHTING:—Clum Lighting Switch. Switch is mounted on the instrument board. Head lights are 6-8 volt, 21-21 cp. (double filament-double contact base) Mazda No. 1110. Stop light is 6-8 volt, 15 cp. S.C. Mazda No. 87. Dash, tail and dome lights are each 6-8 volt, 3 cp. S.C. Mazda No. 63. The second 21 cp. filament in the head lights is used instead of dimming.

FUSES:—Generator field fuse is 5 amperes. Lighting fuse on switch is 20 amperes capacity.