

**AUTO-LITE GENERATING, STARTING AND LIGHTING SYSTEM
CONNECTICUT IGNITION**

Battery.—Battery is 6 volt, 80 ampere-hour. The positive (+) terminal is grounded at the starting motor.

Ignition.—Breaker contacts should separate .023 inch. They are made of tungsten. They will operate properly even though quite rough. Should they become badly worn, affecting the ignition, the inner breaker mechanism should be renewed as directed on Page 50. In an emergency, contacts may be resurfaced enough to give service for 300 or 400 miles by drawing a piece of fine emery cloth between them.

Timing.—Contacts should begin to separate when the piston entering power stroke is on top dead center, spark control lever and breaker assembly in the fully retarded position.

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

Spark Plug Gaps.—Spark plug gaps should be .027 inch.

Oiling.—Refill the cup under the breaker head with pure vaseline and turn down every month. If car is driven more than 1000 miles in a month, this must be done every 1000 miles. Do not put grease or oil in the cup.

Starter.—Starter is connected to the engine by a Bendix drive. Cold engine, heavy oil, tight bearings or other obstructions, or damp, grounded or short circuited windings will cause high current and low speed during the cranking operation. Discharged, dry or sulphated battery, defective battery connections, defective switch contacts, defective starter connections, dirty commutator, high mica, dirty or sticking brushes, defective connections between armature coils and commutator bars or open circuits are the chief causes of low speed and low current.

Oiling.—Starter bearings are packed with grease. Renew grease every six months. No oil is required.

Generator.—Generator current regulation is by reverse series field.

Amperes	GENERATOR DATA, MODEL GG	R. P. M.
5.0		750- 860
10.0		1225-1400
12.5		1600-1825
15.0		2175-2450
17.0-18		3200-3700

A variation of 1.5 amperes in these readings is allowable. Output may be changed slightly by changing brush pressure. Brush pressure should be 1 to 1¼ pounds. When operating freely as a motor, generator should take 2.8 amperes, armature revolving at 350 R. P. M. Much higher speed indicates damp, grounded or short circuited field coils. Greater current and lower speed indicates tight bearings, or damp, grounded or short circuited armature windings or commutator. Shunt field should take 1.1 amperes.

Oiling.—Put 4 or 5 drops of light engine oil in each of the generator oilers every two weeks. If car is driven more than 500 miles in two weeks, the oiling must be done every 500 miles.

Relay.—Relay should close at 500-575 R. P. M. of generator armature. Charging current should be .5 to 1.5 amperes at closing, and discharge current 0 to 1 ampere at opening of relay contacts. Clean relay contacts by drawing a piece of unglazed paper between them. If badly burned or pitted, resurface with a strip of well worn No. 00 sand paper, drawing a piece of unglazed paper between them to remove all grit. Adjust before again putting into service.

Lamps.—Head lamps are 6-8 volt, 18 cp. Side lamps are 6-8 volt, 4 cp. Dash lamp is 6-8 volt, 2 cp. Tail lamp is 6-8 volt, 2 cp.

