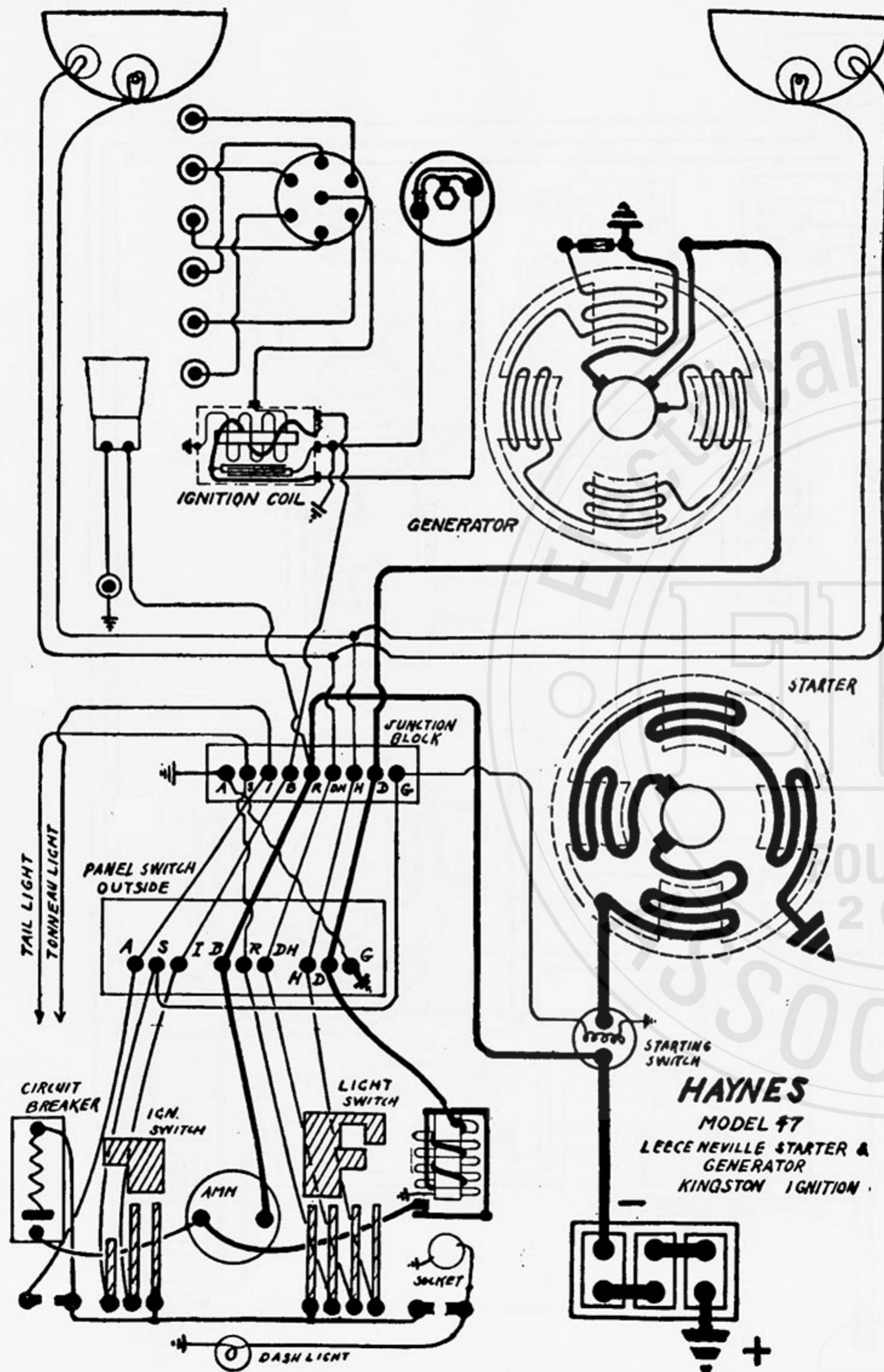




HAYNES

MODEL 47 (1920)

LEECE-NEVILLE GENERATING, STARTING AND LIGHTING SYSTEM KINGSTON IGNITION

BATTERY.—Willard, 6 volt, 120 ampere-hour. The positive (+) terminal is grounded.

IGNITION.—Breaker contacts separate .018 inch. When the condition of the contacts affects the ignition, resurface with a fine, flat jeweler's file or worn No. 00 sandpaper.

every two weeks. If the car is driven more than 500 miles in two weeks, this must be

OILING.—Refill the grease cup under the breaker head with soft cup grease and turn down done every 500 miles.

TIMING.—Breaker contacts begin to separate when the flywheel marking "Inlet" is at the indicator, spark control lever and breaker assembly in the fully retarded position. This mark is 25/64 inch past the top dead center mark.

FIRING ORDER.—The firing order is 1, 4, 2, 6, 3, 5.

SPARK PLUGS.—Diameter, 7/8 inch. Spark gaps are .025 inch.

STARTER:—Model 318-M. Starter is connected to the engine through a Bendix drive. Starting switch is of the magnetic type, controlled by the ignition switch. When the ignition switch handle is depressed all the way down, the ignition system is connected and the starting switch operates. With the switch handle in the middle position, ignition only is in operation. Starter cranks the engine at 100-150 R.P.M., taking 150-250 amperes. Running freely starter takes 60 amperes, armature revolving at 4000 R.P.M. Lock torque is 16 pound-feet, current being 700 amperes at 3.5 volts.

OILING.—Put 5 or 6 drops of light engine oil in the starter bearing oilers every month.

GENERATOR:—Model No. G-326. Rotation is counter-clockwise, looking at the commutator end. Generator current regulation is by the third brush system. Normal maximum charging rate is 16 amperes, reached at 20 miles per hour or 1200 R.P.M. of the armature. Charging rate is varied by turning thumb screw at the rear of the generator. Turn to the right (facing the rear end of the generator) to increase the charging rate, and to the left to decrease the charging rate. Never increase the maximum charging rate above 20 amperes. Field fuse, mounted on generator, is 5 ampere.

OILING.—Put 5 or 6 drops of light engine oil in the rear generator oiler every two weeks. If the car is driven more than 500 miles in two weeks, the oiling must be done every 500 miles. Clean out and repack the front compartment with soft cup grease every month.

RELAY.—Relay is mounted on the rear of the dash panel. Relay closes at 8-10 miles per hour or 500 R.P.M. of the armature and opens at 6-8 miles per hour or 450 R.P.M. of the armature. Clean relay contacts by drawing unglazed paper between them. If badly burned or pitted, resurface with well worn No. 00 sandpaper. Remove all grit. Adjust before again putting into service.

LAMPS.—Head lamps are 6-8 volt, 16 cp. Dimmer lamps are 6-8 volt, 4 cp. Dash and tail lamps are 6-8 volt, 2 cp.

FUSE.—Generator field fuse is 5 ampere, 1 1/4 inches long and 1/4 inch in diameter.

CIRCUIT-BREAKER.—A circuit-breaker takes the place of fuses. The air gap between the armature and coil core, and hence the current which the circuit-breaker will permit to flow through it, is adjustable by turning a screw, reached with a small screw driver through a hole in the bottom of the case.