

HUDSON

SUPER-SIX (1926)

AMERICAN BOSCH GENERATING, STARTING AND LIGHTING SYSTEM

AMERICAN BOSCH IGNITION

BATTERY:—Prest-O-Lite, Type 615-JFK. 6 volt, 100 ampere hour. The starting capacity is 120 amperes for 20 minutes. The lighting capacity is 5 amperes for 20 hours. The negative (—) terminal is grounded.

IGNITION:—Coil Model No. TC-30. Distributor Model T-6322. Breaker contacts separate .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. If excessively worn, points should be replaced.

Oiling:—Fill the oiler on the side of the distributor housing with light engine oil and place one drop of oil on the interrupter lever pivot every month or each 1000 miles if the car is driven more than 1000 miles in a month. Place a small bit of medium cup grease on the face of the breaker cam every month.

Timing:—Breaker contacts begin to separate when the flywheel marking "A" is opposite the indicator on the flywheel housing with piston No. 1 on compression stroke and manual spark control lever in the fully advanced position.

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

Spark Plugs:—Spark plug diameters are metric. Gaps should be .025 inch.

STARTER:—Model No. 949. Starter is connected to the engine through a manual gear shift incorporating a set of reduction gears and an overrunning clutch. Pressing down on the starting pedal meshes the gears and closes the starting switch allowing the starter to crank the engine. When the pedal is released, a spring reverses these operations. The starter cranks the engine at 150 R.P.M. taking 125 to 200 amperes. Rotation is counter-clockwise, looking at the commutator end.

Starter Data

Torque	R.P.M.	Volts	Amperes
0 lb. ft.	3800	5.75	70
3.6 "	1000	4	200
7 "	500	4.5	300
16.25 "	Lock	3.5	525

Oiling:—Starter is equipped with oilless bearings. They require no attention.

GENERATOR:—Model No. 1282. The direction of rotation is counter-clockwise, looking at the commutator end. Generator current regulation is by the third brush system. To adjust the charging rate, insert a special Bosch key in the hole on the generator end plate above the bearing retainer plate and shift the third brush by turning the key. Shifting the third brush in the direction of armature rotation increases the charging rate and in the opposite direction decreases the charging rate. The third brush may be shifted by hand by removing the commutator cover band.

Generator Data

Cold Test			Hot Test		
Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
3	6.75	600	3	6.5	725
7	7.1	700	8	7.5	900
13	7.6	900	10	7.8	1000
17	8	1300	13	8	1350
13	8	1950	11	7.8	2000

Operating as a motor, the generator draws 6 amperes at 6 volts. The brush spring tension should be 1½ to 1¾ pounds each. The shunt field draws 6.6 amperes at 6 volts.

Oiling:—Put 4 or 5 drops of light engine oil in each of the generator bearing oilers every two weeks or each 500 miles if the car is driven more than 500 miles in two weeks.

RELAY:—No relay is used. The circuit between the generator and the battery is controlled by the ignition switch. Turning off the ignition disconnects the generator and prevents the battery discharging.

LIGHTING:—Head lamps are 6-8 volt, 21 cp. S.C. Side lamps are 6-8 volt, 2 cp. S.C. Dash and tail lamps are connected in series. They are 3-4 volt, 2 cp. D.C. and S.C. respectively.

Switch:—Lighting switch is Model S-125.

FUSES:—Generator field fuse is 7.5 amperes. Lighting fuse is 20 amperes. Two spare fuses are provided in a holder at the bottom of the switch.

NOTE:—A windshield wiper and stop light are used on some cars. They are connected to the 'Horn' terminal of the junction block.

