JEFFERY

MODEL 671 (1917-18)

BIJUR GENERATING, STARTING AND LIGHTING SYSTEM
SPLITDORF IGNITION

BATTERY.—Battery is 6 volt, 85 ampere-hour. The positive (+) terminal is grounded.

IGNITION.—Dixie Magneto. Breaker contacts separate .020 inch. When the condition of the contacts affects the ignition, resurface with a fine, flat jeweler's file or worn No. 00 sandpaper.

OILING.—Fill magneto oil cups with light engine oil every month. If the car is driven more than 1000 miles in a month, the oiling must be done every 1000 miles.

TIMING.—Breaker contacts 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, 5, 3, 6, 2, 4.

SPARK PLUG GAPS.—Spark plug gaps are .020 to .025 inch.

STARTER.—Type F-65, M-664. Rotation is clockwise, looking at the commutator end. Starter is connected to the engine through a Bijur automatic pinion shift.

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

GENERATOR.—Type L-61, M-399, 467, 677, 767. Rotation is counter-clockwise, looking at commutator end. Generator current regulation is by third brush system. Maximum current output of generator is 12-15 amperes at 1400-1600 R.P.M. of the armature or 25 miles per hour. Output is varied by shifting third brush. The third brush is secured to the generator by two stud bolts, the nuts of which appear in a recess in the front head of the generator. Loosen these nuts with a socket wrench and shift the brush by gently tapping the shank of the wrench. Moving the brush in a counter-clockwise direction will increase the output. Moving the brush in a clockwise direction will decrease the output. A movement of 1/16 inch will vary the current output 2-3 amperes. Tighten the nuts after adjusting the brush position. Brush adjustment is made to give the desired rate with the generator hot, charging a battery of 1250 solution, or higher. There is a 10 ampere fuse mounted on generator to protect the field windings should excessively high resistance occur in the charging circuit.

OILING.—Put 5 or 6 drops of light engine oil in each of 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 is mounted in the generator frame. Relay closes at 8-10 miles per hour or 500-600 R.P.M. of the armature and opens at 6-8 miles per hour or 450-500 R.P.M. of the armature. The charging current is 1-3 amperes at closing, and the discharge current is 0-2 amperes at the opening of the relay contacts. Clean 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, 20 cp. Dimmer lamps are 6-8 volt, 5 cp. Dash lamp is 6-8 volt, 2 cp. Tail lamp is 6-8 volt, 2 cp. Trouble lamp is 6-8 volt, 2 cp. Dome lamp is 6-8 volt, 5 cp.

FUSES.—Fuses are 20 ampere.

NOTE.—Plate 235 applies to cars having Serial Nos. 1 to 87686. On cars numbered above 87687 the lead "A" is connected to post marked "Dyn" instead of post marked "Bat" and the ammeter indicates charge and discharge instead of indicating the generator's output only.