

JORDAN

MODEL C (1918)

SERIES F (1919)

BIJUR GENERATING, STARTING AND LIGHTING SYSTEM DELCO IGNITION

BATTERY.—Willard, type SJW-4, 6 volt, 118 ampere-hour. The positive (+) terminal is grounded.

IGNITION.—Breaker contacts separate .020 inch. They are made of tungsten. When the condition of the points affects the ignition, remove and resurface with fine emery cloth or against the flat side of an emery wheel, finishing on a hard oil stone.

OILING.—Put 4 or 5 drops of light engine oil in each of the ignition unit oilers every two weeks. If the track of the rotor button in the distributor head is not well polished, apply a small amount of vaseline with a soft cloth. If car is driven more than 500 miles in two weeks, these attentions must be given every 500 miles.

TIMING.—Breaker contacts begin to separate when the top dead center mark on the fly-wheel is one inch past the indicator, 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 .025 to .030 inch.

STARTER.—Type ED-160, M-979A. Rotation is counter-clockwise, looking at commutator end. Starter is connected to the engine through a Bendix drive. Lock torque is 16.5 pound-feet, current 665 amperes at 3.6 volts. Pressure of brushes on commutator is 25 ounces.

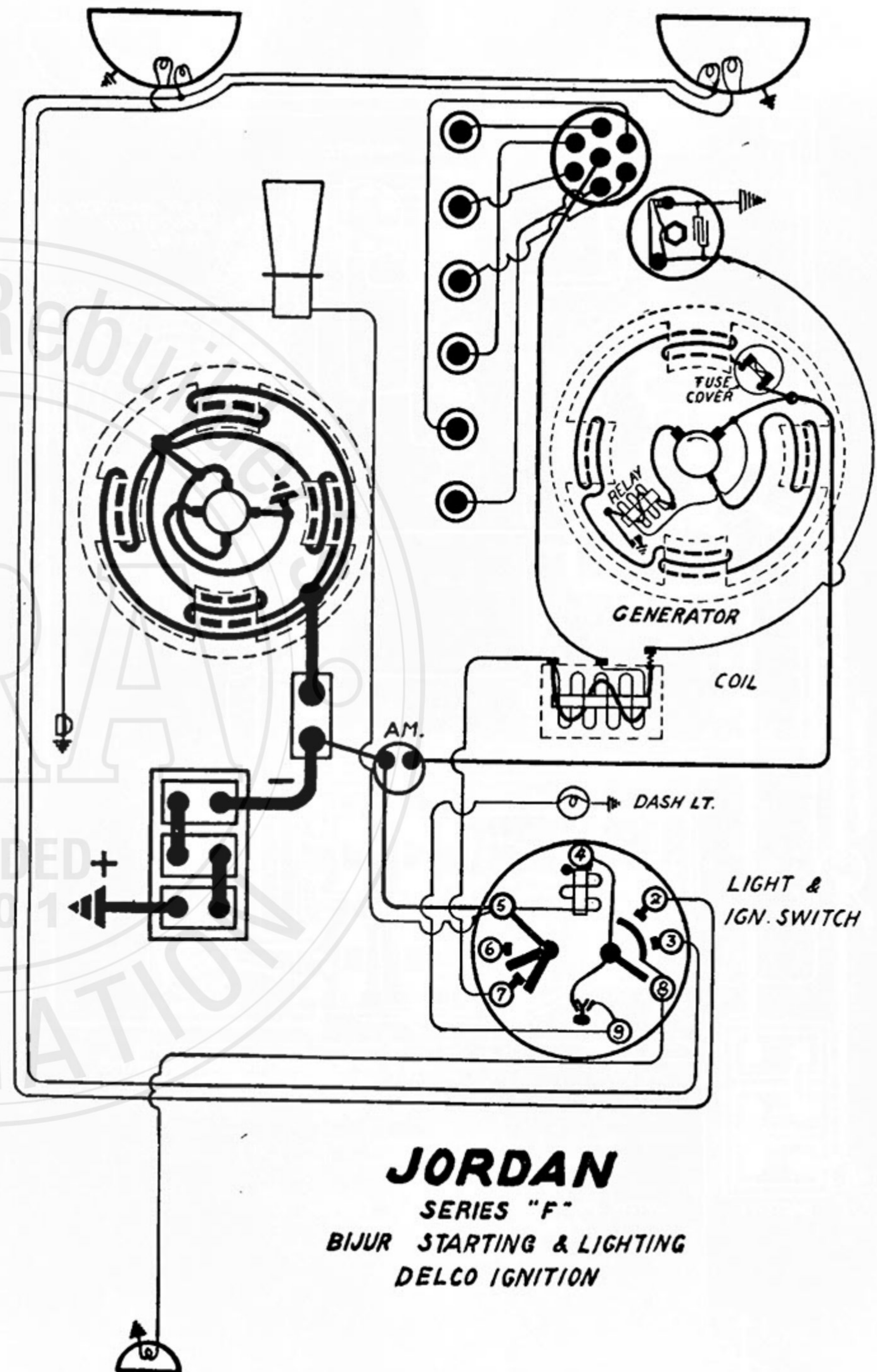
OILING.—Put 5 or 6 drops of light engine oil in each of starter oilers every month.

GENERATOR.—Type L-61, M-1090 or M-1195. Rotation is counter-clockwise, looking at commutator end. Generator current regulation is by third brush system. Maximum charging rate is 15 amperes, reached at 15 to 20 miles per hour. Charging rate reduces to 12 amperes at 30-40 miles per hour. Shunt field current is 6-8 amperes at 7.8 volts. Pressure of brushes on commutator is 14 ounces. Charging rate is varied by inserting a special toothed wrench in the adjusting hole in the commutator end plate and moving the third brush assembly. Turn the wrench in a clockwise direction to increase the charging rate and in a counter-clockwise direction to decrease the charging rate.

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 generator frame. Relay closes at 8-9 miles per hour or 550-600 R.P.M. of the armature, and opens at 6-7 miles per hour or 500-550 R.P.M. of the armature. Relay contacts separate .045 inch. Air gap between the relay armature and coil core is .035 inch, contacts closed. To adjust relay, connect a voltmeter across the main brushes of the generator, and slowly speed up the engine. Insert the special socket wrench in the small adjusting hole in the commutator end plate and vary the spring tension on the relay armature until the contacts close when the voltmeter indicates 6.5 volts. Closing of relay will be indicated by the ammeter showing "Charge". 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, 18 cp. Dimmer lamps are 6-8 volt, 4 cp. Dash and tail lamps are each 6-8 volt, 3 cp.



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