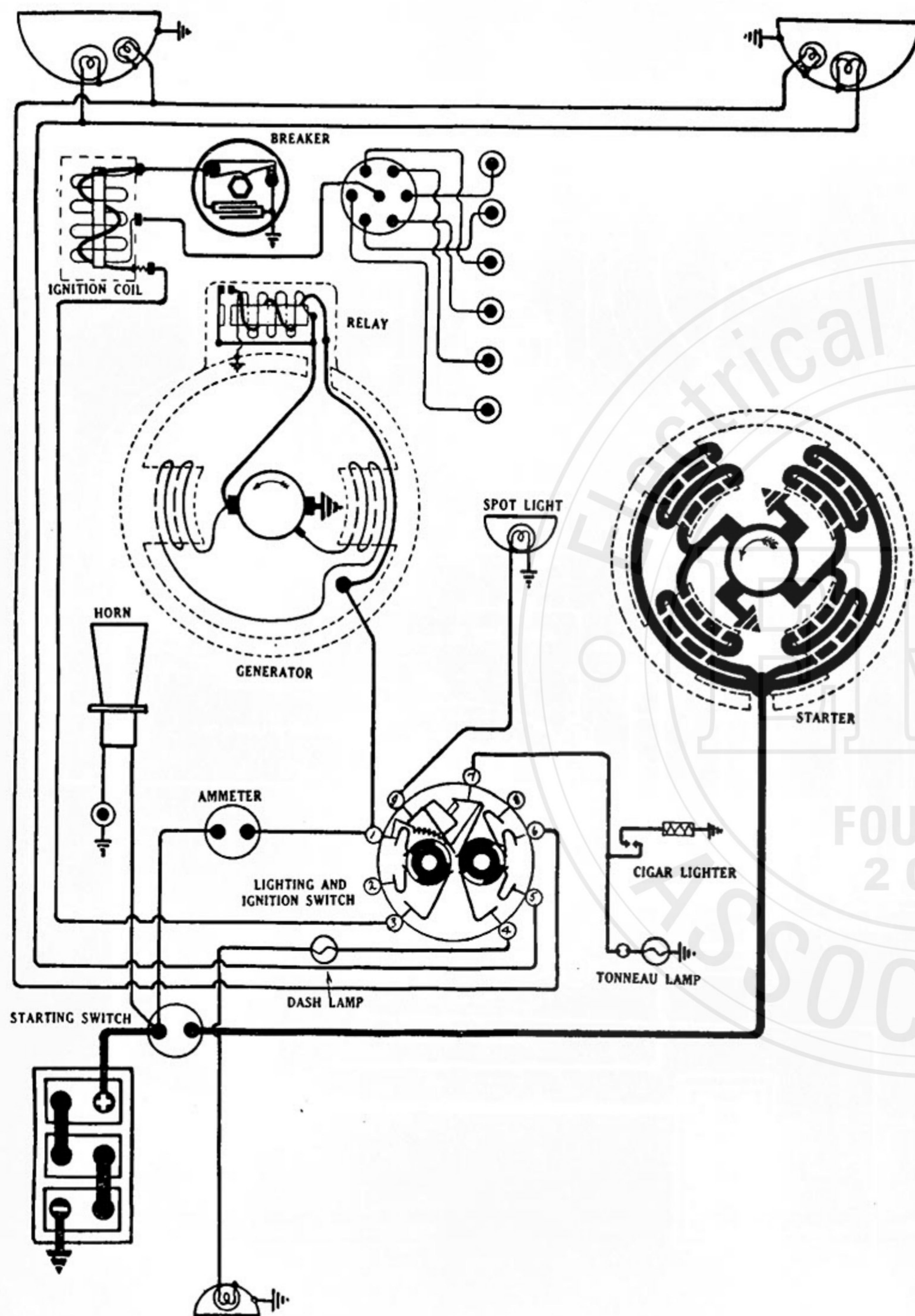




JORDAN

MODEL MX (1921) SERIAL NOS. 1500 TO 20000
MODEL F (1922) SERIAL NOS. 5401 TO 9243
DELCO GENERATING, STARTING AND LIGHTING SYSTEM
DELCO IGNITION

7-R CONTINENTAL ENGINE

BATTERY.—Willard, Type SJRN-4, 6 volt, 113 ampere-hour. The negative (—) terminal is grounded.

IGNITION.—Coil Model No. 2159. Distributor Model No. 5207. 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 the 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 $2\frac{1}{4}$ inches 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.—The spark plug gaps are .030 inch.

STARTER.—Model No. 181. Starter is connected to the engine through a Bendix drive. Lock torque is 28 pound-feet at 4 volts, the current being 525 amperes. Remove the grease plug in the reduction gear case and inject soft cup grease every six months.

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

GENERATOR.—Model No. 165. Rotation is counter-clockwise, looking at the commutator end. Generator current regulation is by the third brush system. Maximum charging rate is 11-15 amperes, reached at 1200 R.P.M. of the armature or 16-20 miles per hour.

Generator Data

Amperes	R.P.M.
Neutral	550
4	800
8	1000
11-15	1200
11-14	2000

Charging rate is varied by the adjustment of the third brush setting. To move the third brush, loosen the three screws holding the bearing retainer plate on the commutator end and shift the plate. Move in a counter-clockwise direction to increase the charging rate, or in the opposite direction to decrease the charging rate. Tighten the adjusting screws and reseat the brush after making the adjustment. Maximum charging rate must not exceed 16 amperes.

Oiling.—Put 4 or 5 drops of light engine oil in each of the generator bearing 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 on the generator frame. Relay closes at 550-600 R.P.M. of the armature or 7-8 miles per hour, and opens at 500-550 R.P.M. of the armature or 5-6 miles per hour. Relay contacts separate .046 to .062 inch. Air gap between the relay armature and coil core is .020 to .035 inch, contacts closed. To adjust the relay connect a voltmeter between the positive (+) generator brush and ground. Then slowly speed up the generator and adjust the relay spring tension by turning the thumb nut until the contacts close when the voltmeter indicates 7.5 volts. 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, 21 cp. Dimmer lamps are 6-8 volt, 4 cp. Dash, tail, tonneau and side lamps are 6-8 volt, 2 cp.

CIRCUIT BREAKER.—A vibrating circuit takes the place of fuses. It requires amperes to start the vibrator. While vibrating, the current is 3-5 amperes.