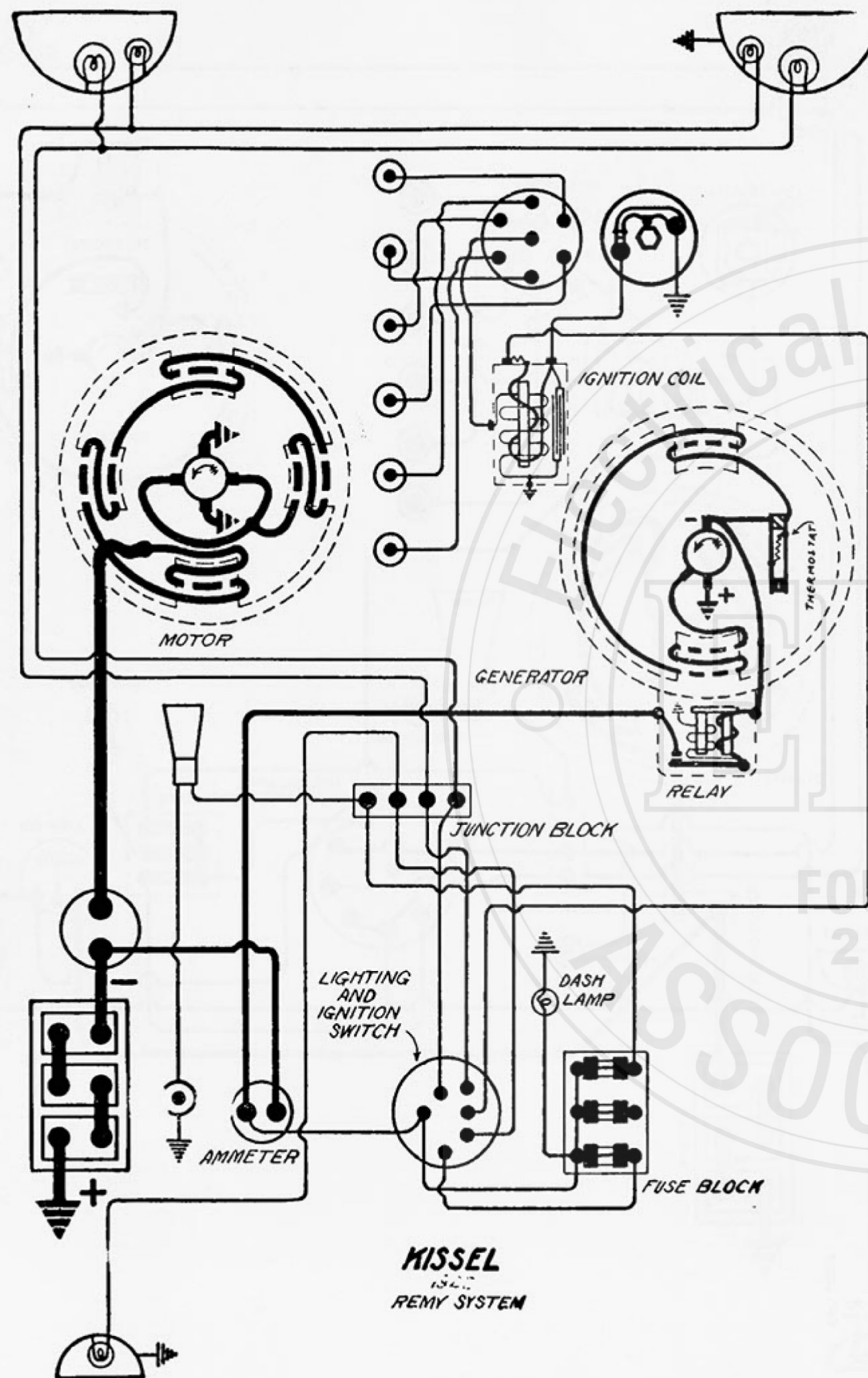


KISSEL
HUNDRED POINT SIX (1918-19-20-21)
REMY GENERATING, STARTING AND LIGHTING SYSTEM
REMY IGNITION



BATTERY:—(1919) 6 volt, 80 ampere hour (1920-21) Willard Type SJRN-4, 6 volt, 117.5 ampere hour. The positive (+) terminal is grounded.

IGNITION:—Breaker contacts separate .020 to .025 inch. When the condition of the contacts affects the ignition, resurface them with a fine, flat jeweler's file or worn No. 00 sandpaper.

Oiling:—Refill the grease cup under the breaker head with soft cup grease and turn down two turns every two weeks. Put a small amount of vaseline on the fiber bumper of the contact arm, applying with a toothpick. 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 $\frac{3}{4}$ inch past the indicator, spark control lever and breaker assembly in the fully retarded position in the 1920 and 1921 cars and when the marking is at the indicator on the 1919 cars.

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

Spark Plug Gaps:—The spark plug gaps are .025 inch.

STARTER:—Model No. 303-C. Rotation is counter-clockwise, looking at the commutator end. Starter is connected to the engine through a Bendix drive.

Starter Data

Torque	R.P.M.	Amperes	Volts
1 lb. ft.	1850	110-115	5.3-5.5
2 lb. ft.	1400	158-165	5.1-5.3
3 lb. ft.	1150	200-210	4.9-5.1
4 lb. ft.	850	238-250	4.6-4.8
5 lb. ft.	700	275-285	4.4-4.6
15 lb. ft.	Lock	550-575	3.3-3.4

Pressure of brushes on the commutator is 20-24 ounces.

Oiling:—Put 4 or 5 drops of light engine oil in each of the starter bearing oilers every month.

GENERATOR:—Model Nos. 230-B & E. Rotation is counter-clockwise looking at the commutator end. Generator current output is 22 amperes, reached at 1800 R.P.M. of the armature or 25 miles per hour. A thermostat, located in the brush rigging of the generator, cuts a resistance into the field circuit when the temperature reaches 175° F., reducing the maximum charging rate 6 amperes.

Generator Data

Amperes	R.P.M.	Volts
0	515	6.4
7	745	7.1
14	1000	7.9
22	1800	8.6
17	2500	8.2
12.25	3000	7.8

Charging rate is varied by adjustment of the third brush setting. The third brush assembly is moved by turning a screw exposed in the commutator end plate. Turn the screw to the right to increase the charging rate and to the left to decrease the charging rate. Reseat the brush after adjusting position. The pressure of the main brushes on the commutator is 17-20 ounces. The pressure of the third brush is 13-17 ounces.

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:—Model No. 264-A. Relay closes at 525 R.P.M. of the armature or 8 miles per hour and opens at 475 R.P.M. of the armature or 6 miles per hour. Contacts separate .012 to .015 inch. Air gap between relay contacts and coil core is .012 to .015 inch, contacts closed. 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. Dash and tail lamps are 6-8 volt, 2 cp. On the 1919 cars head lamps are 6-8 volt, 15 cp. Dimmer lamps are 6-8 volt, 5 cp.