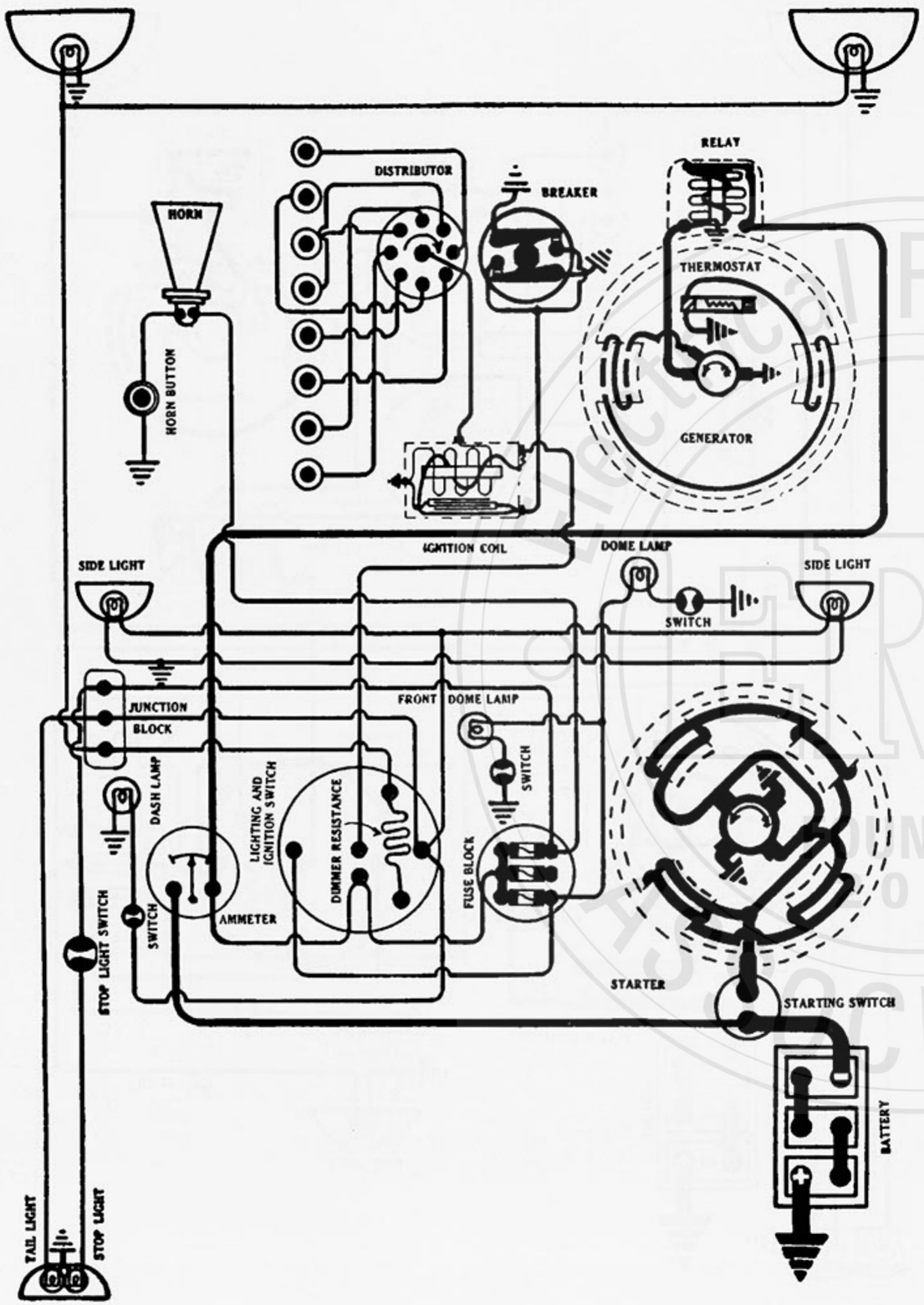
KISSEL

MODEL 75 (1925-26)

REMY GENERATING, STARTING AND LIGHTING SYSTEM.

REMY IGNITION



BATTERY:— Willard, Type SJR-4. 6 volt, 110 ampere hour. The starting capacity is 125 amperes for 20 minutes. The lighting capacity is 5 amperes for 22 hours. The positive (+) terminal is grounded.

IGNITION:—Coil Model No. 284-L. ..Distributor Model No. 648-B. Breaker contacts separate .023 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. The breaker uses two sets of contacts. They must be synchronized so that they open at the same instant. To adjust, set stationary contact and then move mounting plate until the other contacts begin to open. The gap must be kept the same on both contacts.

Oiling:—Turn down the grease cup on the side of the distributor housing two turns every two weeks or each 500 miles if the car is driven more than 500 miles in two weeks.

Timing:—Breaker contacts begin to separate when the piston entering power stroke reaches a position 10° past top dead center (measured on flywheel) with the spark lever fully retarded. Distributor is semi-automatic. Automatic advance is 15°. Manual advance is 20°. The tension of the contact arm spring should be 17-20 ounces.

Firing Order:—The firing order is 1-6-2-5-8-3-7-4.

Spark Plugs:—Spark plug diameters are 7/8 inch. Gaps are .030 inch.

STARTER:—Model 720-J, Q. Starter is connected to the engine by means of a Bendix drive. The direction of rotation is counter-clockwise, looking at the commutator end. Starter cranks the engine at 145 R.P.M. taking 175 amperes at 5.0 volts

Starter Data.

Torque	R.P.M.	Volts	Amperes
0 lb. ft.	4500-5000	5.5	65
2 "	1750	5.0	145
15 "	Lock	3.1	575

The starter brush tension should be 24 ounces each.

Oiling:—Put 4 or 5 drops of light engine oil in the oiler on the end bracket of the starter every two weeks or each 500 miles if the car is driven more than 500 miles in two weeks.

GENERATOR:—Model No. 917-V The direction of rotation is counter-clockwise looking at the commutator end. Current regulation is by the third brush system and a thermostat located in the field circuit. To adjust the charging rate loosen the screw at the commutator end of the generator and shift the third brush. Shifting the third brush in the direction of armature rotation increases the charging rate and in the opposite direction decreases the charging rate. Tighten the screw after making the adjustment. Maximum charging rate is 19 amperes reached at 1800 R.P.M. of the armature or 26 M.P.H. Thermostat contacts open at 175° and cut a resistance into the shunt field cutting down the output approximately 50%.

Generator Data.

Cold Test			Hot Test		
Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
0	6.4	575			
7	7.1	850	9-11	7.8	1900
19	8.4	1900			

Motoring freely at 450 R.P.M. generator draws 6 amperes at 6 volts. Shunt field current is 5 amperes at 6 volt. Each coil, tested separately draws 10 amperes at 6 volts. The brush tension of each of the generator brushes should be 16-22 ounces.

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:—Model No. 265-B. Relay contacts close at 650 R.P.M. of the generator armature or 9 M.P.H. with a generator voltage of 7.0-7.5 volts and open at 500 R.P.M. or 7 M.P.H. with a discharge current of 0-1 ampere. Charging current at closing of contacts is approximately 2 amperes. Relay contacts separate .020 inch. Air gap between relay armature and coil core is .016-.020 inch, contacts closed.

LIGHTING.—Briggs and Stratton Switch, Model No. 40042. Head lamps are volt, 21 cp.S.C. Dash, dome, stop and tail lamps are each 6-8 volt, 2 cp.S.C. Instrument lamp is 6-8 volt, 2 cp.D.C.

FUSES:—Lighting fuses are 20 ampere.