

KISSEL

MODEL 8-126, SERIAL NOS. 126-1001 UP
PRODUCTION STARTED AUGUST 15, 1928
DELCO-REMY GENERATING, STARTING SYSTEM
DELCO-REMY IGNITION

BATTERY:—Willard, Type SJWR-4, 6 volt. The positive (+) terminal is grounded. Starting capacity (20 minute rate) is 125 amperes for 20 minutes. Lighting capacity (5 ampere rate) is 5 amperes for 22 hours. The battery is cradle mounted under the front seat.

IGNITION:—Coil Model 528-C. Distributor Model 668-B. Breaker has two sets of contacts on a single four sided cam opening alternately at intervals of 45 degrees corresponding to 90 degrees of crankshaft rotation. This firing interval is important and must be correctly set. See Timing. Breaker contacts separate .018-.024 inch with breaker arm on lobe of cam. Resurface contacts with a fine flat contact file or on a medium hard oilstone. To adjust contact opening, loosen the lock screws on the stationary contact plates and turn the eccentric adjusting screws until proper setting is secured. Tighten the lock screws. Breaker arm spring tension is 17-21 ounces. Distributor is semi-automatic. Manual advance is 15 degrees (engine). Automatic advance begins at 800 R.P.M. Maximum automatic advance is 15 degrees reached at 4200 R.P.M. of engine.

Mounting:—Coil is mounted on the dash. Distributor is mounted on the cylinder head with a SAE Type B mounting. To remove distributor, disconnect primary lead and manual advance rod. Remove distributor head with high tension cables intact. Loosen mounting stud clamp screw and lift distributor from place.

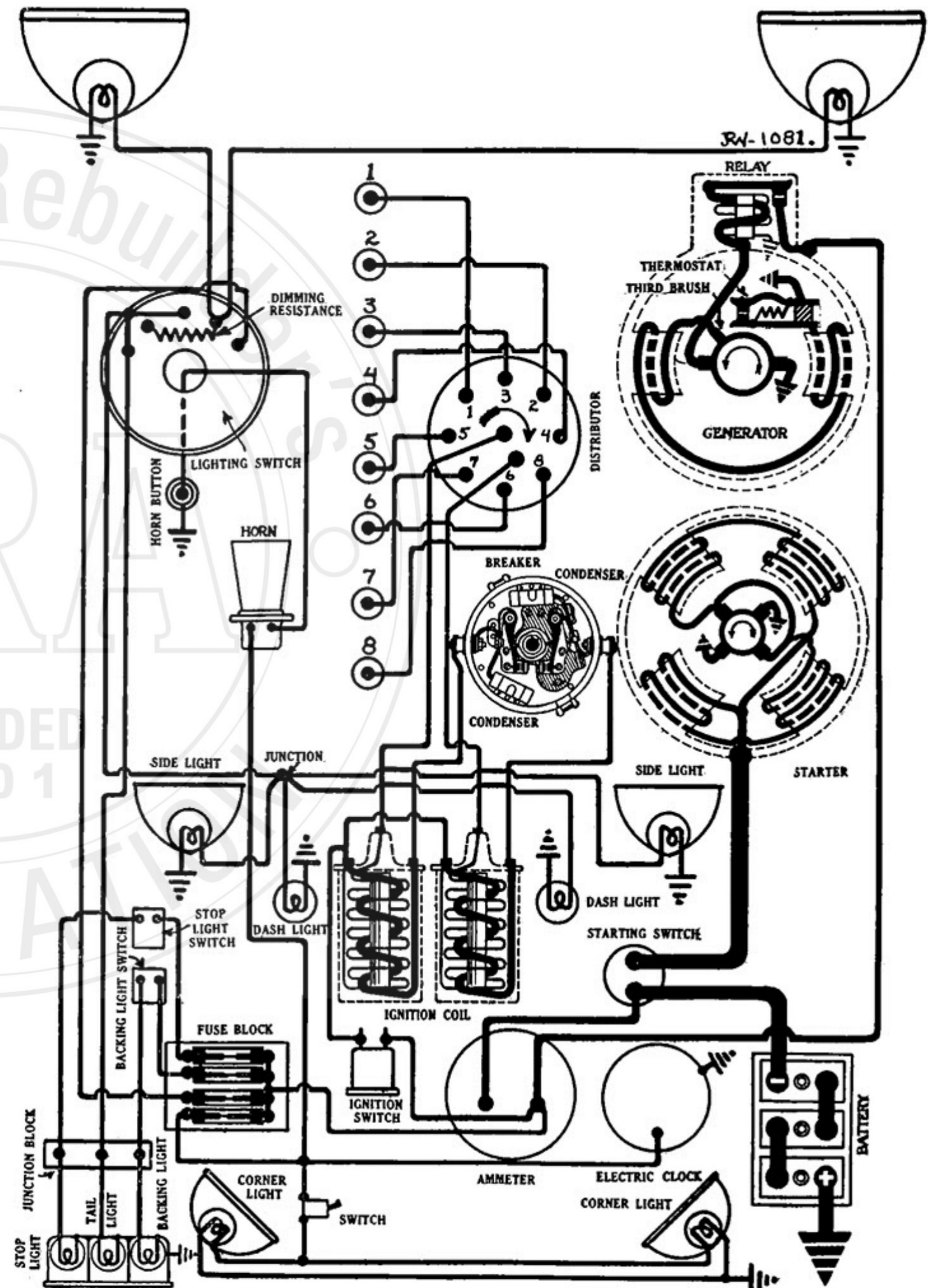
Oiling:—Fill the grease cup on the side of the distributor shaft with medium cup grease and turn down one turn every 500 miles. Put a small bit of vaseline on the face of the breaker cam and a drop of light engine oil on the breaker arm pivots every 1000 miles. Put a few drops of light engine oil in the wick oiler under the rotor every 2000 miles.

Timing:—Each set of contacts controls one coil and fires 4 spark plugs. The electrical circuit of each set of contacts is entirely separate. One set of contacts begins to separate when the piston entering power stroke reaches a position 10 degrees past top dead center with the breaker assembly fully retarded. To set timing, crank engine over until piston No. 1 is coming up on the compression stroke. This is the up stroke with both valves closed. Fully retard the spark. Continue to crank engine until the flywheel mark '1&8' is $\frac{3}{4}$ inch past top dead center when the ignition mark 'Time' should be opposite the indicator on the flywheel housing. One set of contacts should be opening at this point. If it is not, loosen the advance arm clamp bolt and rotate the distributor until contacts separate. Tighten the clamp bolt and crank engine over 90 degrees when the second set of contacts should open. If they do not, loosen the lock screw on the breaker plate and turn the eccentric adjusting screw until contacts separate. Tighten the lock screw and check contact gap. If outside .018-.024 inch, reset at .022 inch and repeat operation.

Firing Order:—The firing order is 1-6-2-5-8-3-7-4. No 1 cylinder nearest the radiator.

Spark Plugs:—Spark plugs are $\frac{7}{8}$ -18 Long. Gaps are .030 inch.

VALVE TIMING:—INLET VALVES:—Head diameter, $1\frac{1}{8}$ inches. Stem diameter, $\frac{11}{32}$ inch. Stem length, $5\frac{1}{2}$ inches. Tappet clearance, .008 inch (hot). Spring pressure, 85 pounds. Valve lift, $\frac{11}{32}$ inch. Inlet valves open at top dead center and close 45 degrees after lower dead center.



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EXHAUST VALVES:—Head diameter, 1½ inches. Stem diameter, 11/32 inch. Stem length, 5½ inches. Tappet clearance, .008 inch (hot). Spring pressure, 85 pounds. Valve lift, 11/32 inch. Exhaust valves open 50 degrees before lower dead center and close 10 degrees after top dead center. Valve stem guides are removable. Oversize valves are not made.

STARTER:—Model 720-Q. Starter is connected to the engine through a Bendix drive. The direction of rotation is counter-clockwise, viewed from the commutator end. Starter cranks the engine at 150 R.P.M. drawing 175 amperes at 4.5 volts. Starter switch is Model 406-A. Brush spring tension is 24-28 ounces.

Starter Data			
Torque	R.P.M.	Volts	Amperes
Free	6000	5.0	65
15 lb. ft.	Lock	3.15	570

Mounting:—Starter is mounted with a SAE No. 1 flange mounting at the right of the engine on the forward side of the flywheel housing. To remove starter, disconnect cable and remove flange mounting studs. Then pull starter forward and out.

Oiling:—Put 8 or 10 drops of light engine oil in each of the starter oilers every month or each 1000 miles.

GENERATOR:—Model 941-W. The direction of rotation is counter-clockwise, viewed from the commutator end. Generator current regulation is by third brush shunt field and thermostat. Thermostat contacts open at 165 degrees F. cutting the resistance across the thermostat contacts in series and reducing the output approximately 40%. To adjust generator output, loosen the small round headed screw on the generator end plate and remove the commutator cover band. Shift the third brush in a counter-clockwise direc-

tion to increase the charging rate and in the opposite direction to decrease the charging rate. Tighten the screw after making the adjustment.

Generator Data

Cold Test			Hot Test		
Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
19-21	8.35	1450	9-12	7.35-7.65	1800-2000

Motoring, generator draws 6 amperes at 6 volts. Shunt field current is 4-6.1 amperes at 6 volts. Brush spring tension is 14-18 ounces.

Mounting:—Generator is base mounted at right of engine and is driven by an extension of the water pump shaft. To remove generator, disconnect lead and drive coupling and take out base mounting bolts. Then lift generator from place.

Oiling:—Put 8 or 10 drops of light engine oil in each of the generator oilers every month or each 1000 miles.

RELAY:—Model 265-B. Relay contacts close at approximately 575 R.P.M. of the armature when the voltage of the generator reaches 6.75-7 volts. The charging current at closing of contacts must not exceed 3 amperes. Discharge current at opening of contacts is 0-2.5 amperes. Relay contacts separate .015-.025 inch. Air gap between relay armature and coil core is .012-.017 inch with contacts closed.

LIGHTING:—Briggs and Stratton Switch. Lighting switch is mounted at base of the steering column on the frame. Dimming is by resistance. Headlights are 6-8 volt, 32 cp. S.C. Mazda 1133. Side, tail, stop and backing lights are 6-8 volt, 6 cp. S.C. Mazda 81. Dash and corner lights are 6-8 volt, 6 cp. D.C. Mazda 82. Dome light is 6-8 volt, 3 cp. D.C. Mazda 64.

FUSES:—Fuses are mounted on the dash. They are 10 ampere capacity.

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