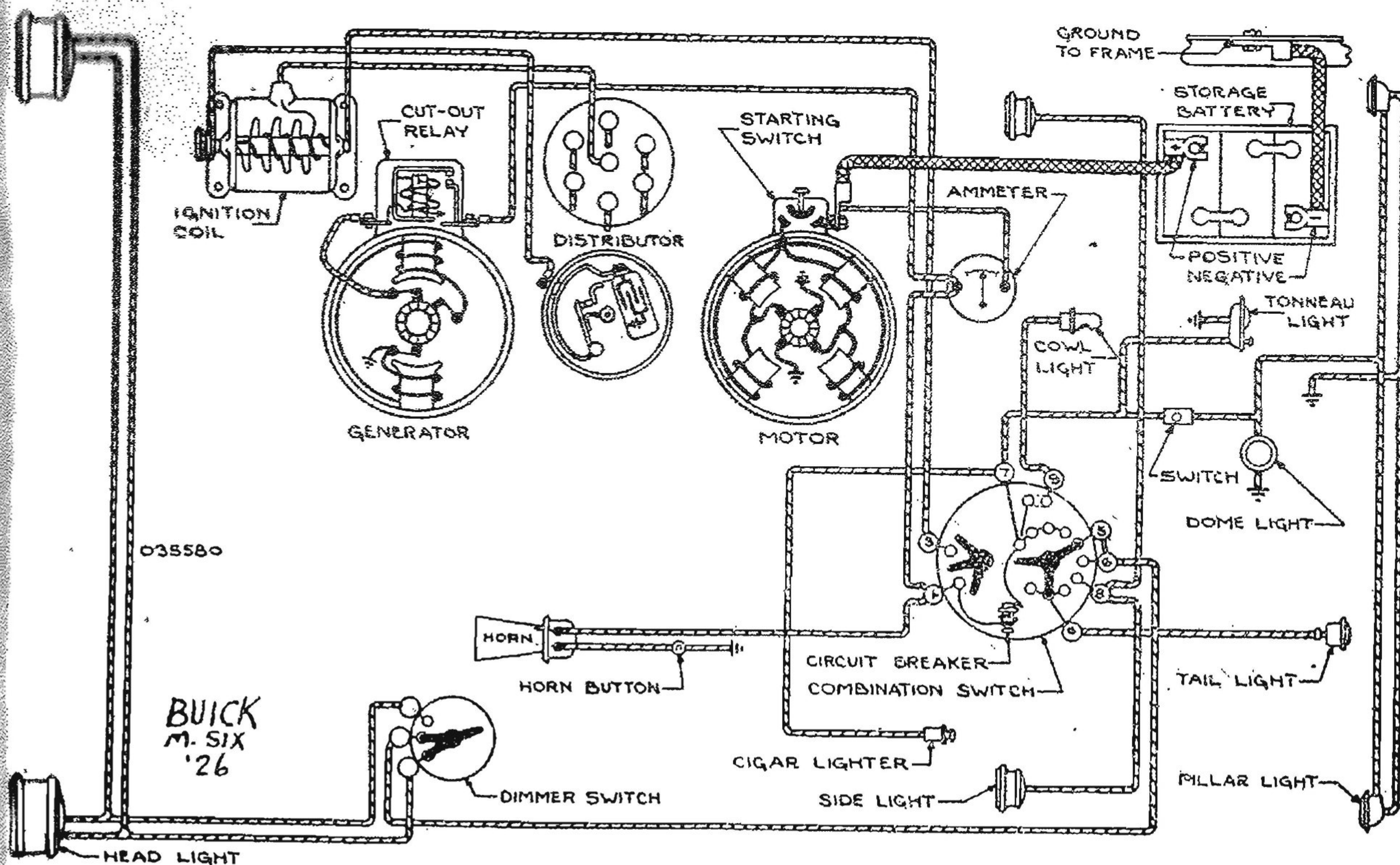


BUICK 1926 STANDARD SIX AND MASTER SIX

Courtesy Delco-Remy Corp., Anderson, Ind.



TEST DATA

Buick 1926 Standard and Master Six.

STARTING MOTOR No. 316

Stall Torque—18¼ Ft. lbs., 3.2 Volts at motor.

No Load Test—60 Amperes at 6 Volts.

Brush Spring Tension—2¼x2½ lbs. on each.

Bearings and Lubrication—Three bronze bearings inlaid with graphite. Lubrication unnecessary.

Rotation—Anti-clockwise, facing commutator end.

GENERATOR AND DISTRIBUTOR No. 317

Generator Test—Hot. 4 Amperes at 800 r.p.m. Maximum 15 Amperes at 1600 r.p.m. Average output required, 12-14 Amperes.

Note—Above readings taken at generator. Readings at ammeter on dash will be 2 Amperes lower. If generator is tested COLD, add 3 Amperes to above readings.

To Adjust Charging Rate—Remove generator cover band. Shift third brush mounting plate in direction of armature rotation by means of handle on plate. Plate held in any position by friction clamp washers.

Brush Spring Tension—1¼-1¾ lbs. on each.

Cut-Out Relay—Contacts close 6¾-7½ Volts. Separate with a discharge of 0-3 Amperes. Gap between armature and core with contacts closed .009-.010 inch. Spring tension controlled by bending brass stop located under flat spring on upper contact arm; the gap by bending opposite brass stop. To raise cut-in voltage, in-

crease spring tension or increase gap. To lower cut-in voltage, decrease gap or if necessary, slightly decrease spring tension. To decrease discharge current, increase spring tension or decrease gap.

Bearings and Lubrication—Two bronze bearings at drive end. Annular ball bearing at commutator end. Place 8-10 drops of engine oil in oiler at commutator end every 500 miles. Drive end bearings get oil from timing gear case.

DISTRIBUTOR

Contact Separation—.015-.0225 inch.

Contact Spring Tension—16-20 oz.

Automatic Advance—Start 450 r.p.m. Maximum 15-18 Degrees at 2200 r.p.m.

Manual Advance—24 Degrees.

Timing—Fully advance spark lever. With No. 1 piston on firing stroke place 17 degree mark on flywheel at indicator. Remove plug at bottom of distributor housing and loosen timing adjustment screw. Locate rotor button under position of No. 1 H.T. terminal and carefully adjust cam so that contacts just separate. Tighten timing adjustment screw.

Firing Order—1-4-2-6-3-5.

Bearings and Lubrication—Two bronze bearings. Lubrication of both distributor bearings and gears is provided by oil from the Zerk oiler located on side of distributor shaft housing.