VOLTS 12 POLES 2 BRUSHES 2

ROTATION — Motor rotates clockwise at drive end. Crank shaft rotates counterclockwise when viewed from front.

BEARINGS — Absorbent bronze.

LUBRICATION — At overhaul, add 10 drops of medium engine oil to felts at armature shaft bearings. Drain off excess oil. At assembly, grease crank arm shaft and fill gear chamber 3/4 full with gear grease. At yearly intervals, force approved grease into pivot lubrication holes and remove excess grease from both ends of shaft.

END PLAY — .001" to .012" on armature. Adjust by turning screw at drive end of armature shaft. Replace screw if nylon lock becomes worn so that screw will not hold setting.

FIELD COIL DRAW — (70°F) 1.0 to .90 amperes at 10 volts.

NO LOAD DRAW — (70°F) 2.5 maximum amperes at 14 volts.

PARKING POSITION — Adjust parking position by turning the plate that carries the parking contacts. Final parking adjustment should be made after installation using wet windshield.

Unit	Parking Angle
ERT-4001	A
ERT-4001A	B
ERT-4002	C
ERT-4003	D
ERT-4003A	E
ERT-4004	F
ERT-4004A	G

PARKING ANGLE

A. Crank arm should be pointing inward 19° ± 5° past a line perpendicular to the motor centerline.

B. Crank arm should be pointing outward 19° ± 5° ahead of a line perpendicular to the motor centerline.

C. Crank arm should be pointing outward 4° ± 5° ahead of a line parallel to the motor centerline.

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D. Crank arm should be pointing inward 12° ± 5° past a line perpendicular to the motor centerline.

E. Crank arm should be pointing outward 12° ± 5° ahead of a line perpendicular to the motor centerline.

F. Crank arm should be pointing inward 7° ± 5° past a line parallel to the motor centerline.

G. Crank arm should be pointing outward 7° ± 5° ahead of a line parallel to the motor centerline.

