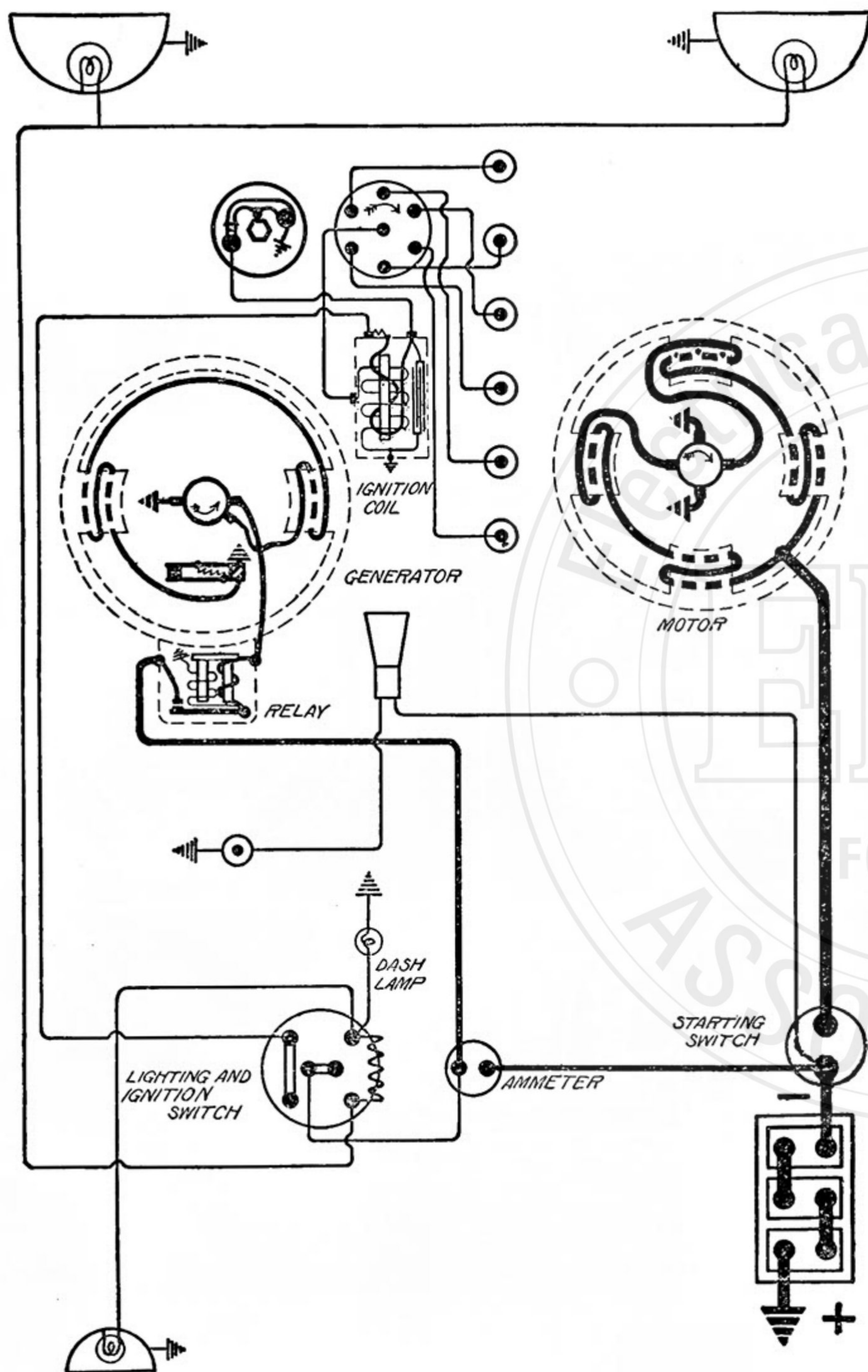




ANDERSON

SERIES 30 (1920)

SERIES 40 (1921-22) 50 (1923-24-25)

REMY GENERATING, STARTING AND LIGHTING SYSTEM REMY IGNITION

BATTERY:—1920-21 Willard, Type SJW-N4, 6 volt, 111 ampere hour. 1922, Willard Type SJRN-4, 6 volt, 111 ampere hour. The positive (+) terminal is grounded.

IGNITION:—Breaker contacts separate .022 inch. When the condition of the contacts affects the ignition, resurface with a fine flat, jeweler's file or worn No. 00 sandpaper.

OILING:—Refill the cup under the distributor 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 $\frac{1}{2}$ inch past the indicator, spark control lever and breaker assembly in the fully retarded position.

FIRING ORDER:—The firing order is 1, 5, 3, 6, 2, 4.

SPARK PLUG GAPS:—Spark plug gaps are .025 to .030 inch.

STARTER:—Model No. 705-A. Starter is connected to the engine through a Bendix drive. Starter cranks the engine at 250 R.P.M.

Starter Data

Torque	R.P.M.	Amperes	Volts
0 lb. ft.	10000	65	5.0
1 lb. ft.	3000	145	5.4
4 lb. ft.	1000	310	4.5
5 lb. ft.	800	350	4.4
12 lb. ft.	Lock	600	3.0

Above tests are made without the reduction gears.

OILING:—Put 5 or 6 drops of light engine oil in each of the starter oilers every month.

GENERATOR:—Model No. 234-E. Generator current regulation is by the third brush system. A thermostat, located in the brush rigging of the generator, cuts a resistance into the field circuit at a temperature of 175°F., reducing the charging rate 6 amperes. The thermostat is intended to change the charging rate as the demands of seasons or car operation requires. Never touch the thermostat points. Maximum current output is reached at 2000 R.P.M. of the armature or 28 miles per hour.

Generator Data

Amperes	R.P.M.	Volts
0	525	6.4
7	780	7.1-7.2
19.5-20.5	1680	8.6
14	1100	7.8
19.0-20.0	2000	8.6
13.0-15.0	3000	8.0

Field winding takes 5 amperes at 6.4 volts. Pressure of main brushes on commutator is 17-20 ounces. Pressure of the third brush is 13-17 ounces. Position of third brush is adjusted by turning a screw exposed in the commutator end plate. Move the third brush in the direction of armature rotation to increase the charging rate, and in the opposite direction to decrease the charging rate. Reseat the brush after adjusting position.

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:—Relay closes at 8-10 miles per hour or 525-575 R.P.M. of the armature and opens at 7-9 miles per hour or 475-525 R.P.M. of the armature. Relay contacts separate .012-.015 inch. Air gap between relay armature and coil core is .012-.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, 21 cp. Dimmer lamps are 6-8 volt, 4 cp. Dash and tail lamps are 6-8 volt 2 cp. On 1920-21 cars, head lamps are 6-8 volt 20 cp.

FUSES:—Fuses are 5 ampere.