

GARDNER

MODEL 6-A (1925)

REMY GENERATING, STARTING AND LIGHTING SYSTEM REMY IGNITION

BATTERY:—Prest-O-Lite, Type 611-SHK. 6 volt, 92.5 ampere hour. The starting capacity is 110 amperes for 20 minutes. The lighting capacity is 5 amperes for 18.5 hours. The positive (+) terminal is grounded.

IGNITION:—Coil Model No. 284-P Distributor Model No. 626-P. Breaker contacts separate .019-.026 inch. They are made of tungsten. When the condition of the contacts affects the ignition, remove and resurface on a medium hard oilstone or with a fine, flat jeweler's file. Manual advance is 15°. Automatic advance is 20°.

Oiling:—Screw up the grease cup on the side of the distributor housing one or two turns every two weeks or each 500 miles if the car is driven more than 500 miles in two weeks. Place a small bit of vaseline on the face of the breaker cam and oil the wick oiler under the rotor with light engine oil every 5000 miles.

Timing:—Breaker contacts begin to separate when the top dead center mark on the flywheel reaches a position of 10° or approximately one inch past the mark on the flywheel housing. The manual spark advance lever should be in the fully retarded position.

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

Spark Plugs:—Spark plug diameters are 7/8 inch. Gaps are .025 inch.

STARTER:—Model No. 720-J. Starter is connected to the engine through a Bendix drive. The direction of rotation is counter-clockwise, looking at the commutator end. The starter brush tension should be 20-28 ounces each.

Starter Data

Torque	R.P.M.	Volts	Amperes
0 lb. ft.	6000	5	65
16 "	Lock	3.15	570

Oiling:—Put 4 or 5 drops of light engine oil in the oiler on the commutator end of the starter every month or each 1000 miles if the car is driven more than 1000 miles in a month.

GENERATOR:—Model No. 941-B. The direction of rotation of the generator is counter-clockwise, looking at the commutator end. Current regulation is by the third brush system combined with a thermostat. The thermostat contacts open at approximately 160° inserting a resistance in the shunt field circuit and cutting down the output 50%. To adjust the generator output, loosen the screw on the generator end plate and shift the third brush mounting plate. Moving the third brush in the direction of generator rotation increases the charging rate and in the opposite direction decreases the charging rate. The maximum charging rate of 18-20 amperes is reached at 1450 R.P.M. or approximately 25 M.P.H.

Generator Data

Amperes	Volts	R.P.M.	Amperes	Volts	R.P.M.
7	7.3	750	11	7.5	1900
21	8.35-8.5	1450			

The brush tension should be 22-28 ounces each.

Oiling:—Put 4 or 5 drops of light engine oil in the oiler at the commutator end of the generator every month or each 1000 miles if the car is driven more than 1000 miles in a month.

RELAY:—Model No. 265-B. Relay contacts close at 675 R.P.M. of the generator armature with a generator voltage of 7.25 volts. Charging current at closing of contacts is 3 amperes. Contacts open with a discharge current of 0-2.5 amperes. Relay contacts separate .020 inch. Air gap between relay armature and coil core is .014 inch, contacts closed.

LIGHTING:—Combination Switch Model 475-D. Head lamps are 6-8 volt, 21 cp. S.C. Side, tail and dash lamps are each 6-8 volt, 3 cp. S.C. Stop lamp is 6-8 volt, 21 cp. S.C. Dome lamp is 6-8 volt, 4 cp. D.C.

FUSES:—Lighting fuses are 20 ampere.

