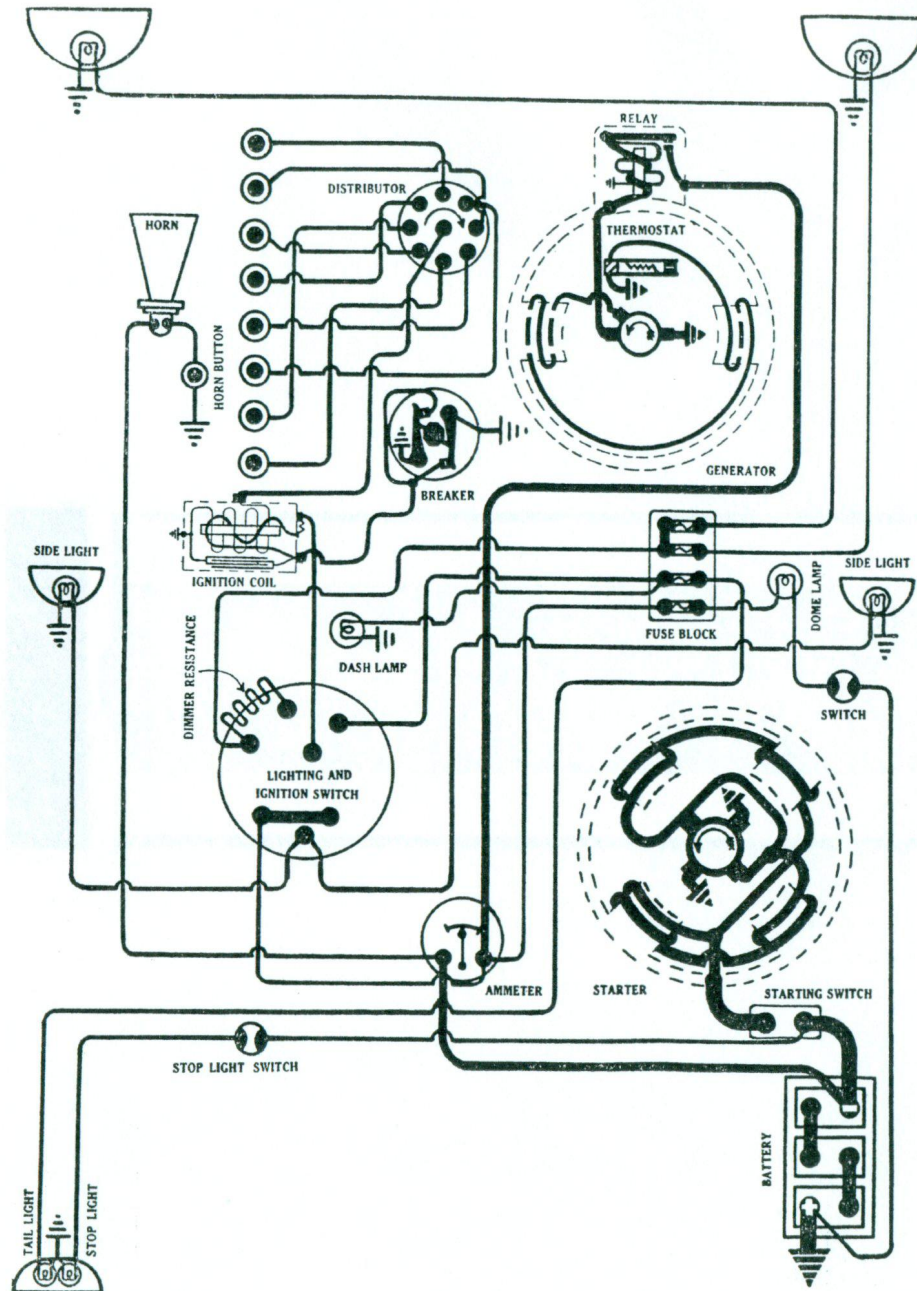


GARDNER

MODEL 8-A (1925) REMY GENERATING, STARTING AND LIGHTING SYSTEM REMY IGNITION



BATTERY:—Prest-O-Lite, Type 617-RHK. 6 volt, 136 ampere hour. The starting capacity is 152 amperes for 20 minutes. The lighting capacity is 5 amperes for 27 hours. The positive (+) terminal is grounded.

IGNITION:—Coil Model No. 284-L. Distributor Model No. 648-A. Breaker contacts separate .018-.024 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. Two sets of contacts used. They must be synchronized so as to open at the same instant. Manual advance is 20°. Automatic advance is 15°.

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. Every 5000 miles place a small bit of vaseline on the face of the breaker cam and oil the wick oiler exposed when the rotor is removed with light engine oil.

Timing:—Breaker contacts begin to separate when the dead center mark for cylinders 1 and 8 on the flywheel is 10° or approximately one inch past the mark on the chain case cover. The ignition marking is on the front flywheel.

Firing Order:—The firing order is 1-6-2-5-8-3-7-4.

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

STARTER:—Model 720-J. Starter is connected to the engine through a Bendix drive. The direction of rotation is counter-clockwise, looking at the commutator end. Starter brush tension should be 20-28 ounces each.

Starter Data.

| Torque | R.P.M. | Volts | Amperes |
|-----------|--------|-------|---------|
| 0 lb. ft. | 6000 | 5 | 65 |
| 15 " | 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. 917-V. The direction of rotation is counter-clockwise, looking at the commutator end. Generator current regulation is by the third brush system combined with a thermostat. Thermostat contacts open at approximately 160° and reduce the generator output 50%. To adjust the charging rate loosen the screw on the generator end plate holding the third brush mounting plate and shift the third brush. Shifting the third brush in the direction of armature rotation increases the charging rate and in the opposite direction decreases the charging rate. The maximum charging rate is 19 amperes reached at 1900 R.P.M. of the generator armature or approximately 25 M. P. H.

Generator Data.

| Cold Test | | Hot Test | | | |
|-----------|-------|----------|---------|-------|--------|
| Amperes | Volts | R.P.M. | Amperes | Volts | R.P.M. |
| 7 | 7.2 | 850 | 11 | 7.5 | 1900 |
| 19 | 8.4 | 1900 | | | |

The shunt field current is 5 amperes at 6 volts. The generator brush tension should be 22-28 ounces.

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

RELAY:—Model 265-B. Relay contacts close at 675 R.P.M. of the armature with a generator voltage of 7.25 volts and open with a discharge current of 0-2.5 amperes. The charging current is approximately 3 amperes at closing of coil contacts. Relay contacts separate .020 inch. Air gap between relay armature and coil core is .016 inch, contacts closed.

LIGHTING:—Combination Switch Model 475-D. Head and stop lamps are each 6-8 volt, 21 cp. SC. Dash, tail and side lamps are each 6-8 volt, 3 cp. SC. Dome lamp is 6-8 volt, 4 cp. D.C.

FUSES:—Lighting fuses are 20 ampere.