

Overland

AUTO-LITE TWO-UNIT, 6-VOLT STARTING AND LIGHTING SYSTEM CONNECTICUT BATTERY OR DIXIE MAGNETO IGNITION

Battery is 6 volt, 80 to 120 ampere-hour. The negative terminal is grounded through the starting motor frame.

The spark gap should be about $1/50$ in. The firing order of the Four is 1, 3, 4, 2. Contacts open .020 in. Surface with a fine file. The breaker lever should be lubricated with a drop of light oil every 1,000 miles. The bearings of the magneto are provided with oil cups. Lubricate with a few drops light oil every 1,000 miles. Break should

occur when the mark $\frac{1 \& 4}{U.P.}$ is $1\frac{1}{4}$ in. past indicator.

Lighting and ignition switch is mounted on steering column. Two types have been used. On the new type the circuit is controlled by buttons. (See Plates No. 50, 51 and 7.) On the older type the ignition and lighting circuits are controlled by levers. The lower lever controls the ignition and the upper one the lighting circuit. Horn button is on top of switch box.

All fuses in light, horn and ignition circuits are 10 ampere.

Ammeter shows rate of charge or discharge.

Starting motor is connected to engine by Bendix drive. Ball bearing on commutator end is packed with cup grease. Use only the special brushes furnished by manufacturer.

Voltage regulation by reverse series winding on older models. Some of the new models have third brush control. Relay closes at $7\frac{1}{2}$ miles per hour. Maximum of 14 amperes is reached at 20 miles per hour. The output at 15 miles per hour is about 10 amperes. If the maximum charging current falls below 10 amperes, increase the spring pressure on the brushes by moving spring to next notch. This procedure is easily understood when machine is seen.

Generator is provided with ball bearings. They are packed with grease. Put in one drop oil every two weeks or 1,000 miles travel, to keep grease soft. Driving chain should be well lubricated with a good grade of lubricating oil. After oil has penetrated to innermost bearings of chain, wipe surplus oil from outside of chain to prevent collection of dust. The chain may need adjustment after the first 1,000 miles travel and every 10,000 miles after that. If it is required more often, see that sprockets are properly lined up and that chain is kept well lubricated and free from dirt. It should have just enough slack that there is no strain on links with engine idle. The chain may be tightened by loosening bolts holding generator and moving generator by adjusting screw on engine side. Both brush holders are entirely insulated from the frame. If generator is to be run with battery disconnected, the generator terminals must be short circuited. Lamp sizes are: Head lamp 6 v., 16 cp.; tail lamp 3 v., 2 cp; dash lamp 3 v., 2 cp. Dash and tail lamps are in series.

