

Overland 75

AUTO-LITE TWO-UNIT STARTING AND LIGHTING SYSTEM

DIXIE MAGNETO IGNITION

Storage battery is 6 volt, 75 ampere-hour. It will supply all the lights bright for 10 hours or all lights, head dim, for 30 hours.

Lubricate magneto every 1,000 miles by putting 1 or 2 drops light oil in holes provided. Break occurs when mark 1-4 UP on flywheel is $1\frac{1}{4}$ in. past indicator, spark fully retarded. Firing order is 1, 4, 3, 2.

Starter is connected to engine by Bendix gear.

Ammeter shows rate of charge or discharge.

Generator chain driven from crank shaft. Ball bearings are provided. They are packed with grease. Oil with 1 or 2 drops of oil every 1,000 miles. Voltage regulation is by reverse series field. Both brushes must be insulated from frame. Relay closes at $7\frac{1}{2}$ miles per hour. Maximum output of 14 amperes is reached at 20 miles per hour. Output at 15 miles per hour is 10 amperes. Generator must be short circuited if it is to be run with battery disconnected.

Combined ignition and lighting switch is on steering column. (See Plate No. 7.)

All fuses are 20 amperes.

Should the car be hard to start on the magneto, a very small amount of labor will change the magneto to a dual type. To make this change, remove the brass grounding clip which connects the coil winding to the frame of the magneto. Then solder a piece of wire to the upper terminal and run this wire to the negative terminal of the starting switch, taking care to insulate it from the magneto frame and the frame of the car. A ground in this circuit will cause the magneto to fail. When the starting switch is closed the magneto will operate as a dual type, and when the switch is opened it will operate as an independent type, as before the change was made.

