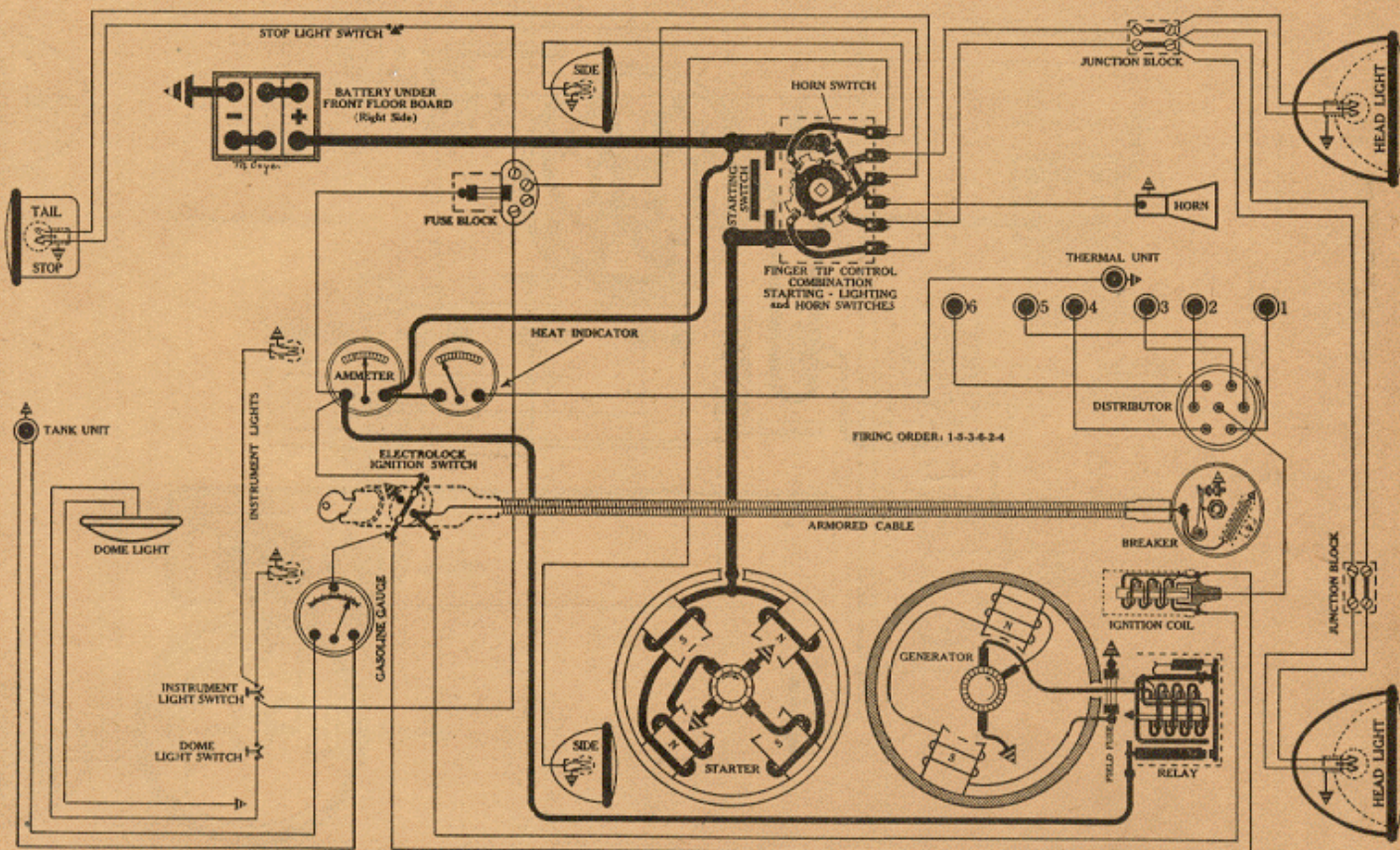


WILLYS-KNIGHT

Model 70-B, (1929-30)



BATTERY

U. S. L., 3-HVX-6X-6A, 6 volts. Negative Terminal Grounded

Starting Capacity—127 amps. for 20 minutes.

Lighting Capacity—5 amps. for 23½ hours.

Box—Length, 10 7/16; width, 7; height, 9¾ inches.

STARTER

Rotation, R. H., Com. End
Auto-Lite, MAB-4014

Connection to Engine—Bendix drive.

Running Free—60 amps. at 6 volts.

Cranking Engine—160-170 amps. at 5 volts.

Lock Torque—17 pound-feet, 520 amps. at 3 volts.

Brush Spring Tension—24-28 oz. on each.

Starting Switch—Located foot of steering column. Operated by pulling up on horn button.

IGNITION

Rotation, L. H., Top View
Auto-Lite, IGC-4004

Breaker—Contact separation, .018 to .022 inch.

Contact Arm Spring Tension—18 to 20 oz.

Timing—See detailed instructions, P. 1, Sec. AA.

1—Locate T. D. C. 2—Locate rotor. 3—Set spark.
Spark Plugs—7/8 inch standard (Champion No. 1); Gap .025 inch.

Firing Order—1-5-3-6-2-4.

Manual Advance—20 degrees (on Flywheel).

Automatic Advance—20 degrees (on Flywheel).

Eng. R.P.M.	Degrees Advance (on flywheel)	Dist. R.P.M.	Degrees Advance (on cam)
600	0-1	300	0-5
1300	8	650	4
2000	16	1000	8
2400	20	1200	10

Coil—Auto-Lite, IG-4065.

Ignition Switch—"Electrolock", Type 9-B. For details of construction and instructions on servicing see P. 22, Sec. AA.

GENERATOR

Rotation, L. H., Com. End
Auto-Lite, Type GAL-4103

Performance Data—Gen. cold.

Amps.	R.P.M.	Volts	Amps.	R.P.M.	Volts
2	620	6.6	14	1050	7.7
5	700	7	16	1200	7.9
10	860	7.3			

Maximum Charging Rate (cold)—19 amps. at 8 volts or 17.75 amps. at 7.5 volts.

Motoring Freely—5 amps. at 6 volts.

Max. Stall Current—18 amps. at 6 volts.

Field Test—4.3 amps. at 6.2 volts directly across field coils in series.

Field Fuse—5 amps.

Brush Spring Tension—20 to 24 oz. on each.

Third Brush Adjustment—Loosen cover band. See Fig. 13, P. 7, Sec. AA.

RELAY

Auto-Lite, CB-4014

Closes—7-7.5 volts.

Opens—½-2½ amps. discharge.

Contact Gap—.025-.035 inch.

Core Gap—.010-.030 inch, contacts closed.

LIGHTING

Switch—Briggs & Stratton 40941 (Early 1929). Briggs & Stratton 50160 (Late 1929-30).

Location—Foot of steering column. This unit is a combination starting switch, lighting switch, and horn switch, all being controlled by horn button on steering wheel. For details of construction and instructions on servicing see P. 28, Sec. AA.

Fuses—Single 20 amp. fuse mounted on block under engine hood (left side).

Lamps—See P. 3, Sec. AA. HEAD—1110 (Bifocal); INSTRUMENT—63; DOME—63; STOP AND TAIL (Single Socket)—1158.

NOTE: This is the old style Ford headlight bulb with two filaments; make sure the 3 C. P. filament burns for tail light.