DELCO-REMY STARTER CONTROLS

SOLENOID SWITCH TYPES

(3) By releasing the pushbutton switch. On De Soto, Graham, and other installations where solenoid relay is grounded directly to starter field frame, the circuit will not be broken until the pushbutton is released.

(4) By the opening of the ground contacts. Where solenoid relay is grounded through auxiliary contacts in cutout relay, these contacts open when generator begins to charge and main contacts close.

When the solenoid relay circuit is broken, the relay contacts open, breaking the solenoid circuit. The starting pinion is demeshed by the shift return spring and the starting switch contacts are opened by the contact spring.

PERFORMANCE:The solenoid should close (bottom in core) against a pull of 70 pounds when the gap is ½ inch. Current draw should be 65-71 amperes at 5.0 volts (both coils). The hold-in coil current draw should be 12-14 amperes with the switch closed (pull-in coil shorted out).

ADJUSTMENT:—Solenoid Switch. There is only one adjustment on the solenoid switch. Clearance between the end of the pinion and the starting motor drive housing should be ⅛" with shift plunger at inner end of stroke. Remove starter from car, take out all lash in overrunning clutch by pressing on clutch shell before checking clearance. Adjust by taking out pin in shift lever and turning adjusting stud in or out of shift plunger.

Solenoid Relay:—Contacts should close with terminal voltage of 3.2 volts maximum (except 1542), 1.9 volts (1542) and remain closed until voltage drops to 1.6-2.0 volts (except 1542), 1.0-1.2 volts (1542).
Contact Gap—.035". Air Gap—.010" (with contacts closed).

Where the solenoid relay circuit is grounded through auxiliary ground contacts in the cutout relay, the contact gap for these contacts should be .015-.025" (main contacts closed). If starting system does not operate, see that these contacts are in good condition and closed. If main contacts stick or do not open, check cutout relay as directed on car data sheets. Where solenoid relay circuit is grounded through generator main brushes, check condition of generator armature. Armature must be kept clean and free from oil.

Vacuum Switch. The only adjustment of the vacuum switch is the 'off' position (accelerator pedal released—engine not running). The correct position of the vacuum switch lever is indicated by a line on the switch case and linkage should be adjusted so that pointer on lever is opposite this line. In operation, the manifold vacuum disengages the switch clutch drive tangs and clutch plate. The contact plate assembly is then returned to the original 'off' position by the return spring. The switch can not be operated again until the engine stops and the accelerator pedal is returned to the 'off' position.

Vacuum Switch Specifications

Contacts Close (Rotation)—10-14° CCW for all type except 1937 Buick with Stromberg carburetor (Type 1607—10-14° CW).
Unlatch Action (30° from Latch Position)—3.4-4.6" of HG. (all).

STANDARD CRANKSHAFT SIZES

CAR-YEAR-MODEL	Con. Rod Stock No. and Crank Pin Size	Main Bearing Stock Numbers and Main Journal Sizes				
		Front Main	Center Main	Rear Main	Inter. Main	Loc.
Chrysler, 1930-33, CJ, CM, CI, CO, 6 cyl.		2045	2046	2047	2046	3
	1.9370	2.2495	2.2495	2.2495	2.2495	.....
Chrysler, 1932-33, CP, CT, CQ	2615					
	2.1870	2.4995	2.4995	2.4995	2.4995	
Chrysler, 1934-36, CA, CB, C6, C7	2530	2531	2532	2533	2532	3
	2.2145	2.4995	2.4995	2.4995	2.4995	
Chrysler, 1934-48, 8 cyl.	2615	2616	2617	2618	2619	2-4
	2.1870	2.7025	2.7025	2.7025	2.7025	
Chrysler, 1937-48, 6 cyl.	2879 2960	2880	2880	2881	2880	3
	2.1245	2.4995	2.4995	2.4995	2.4995	
Chrysler, 1942-46, Industrial Engines	2568	2569	2570	2571	2570	3
	2.0620	2.4995	2.4995	2.4995	2.4995	
DeSoto, 1934-36, SE, SG, SF, S1	2530	2531	2532	2533	2532	3
	2.1245	2.4995	2.4995	2.4995	2.4995	
DeSoto, 1937-48, S3, 5, 6, 7, 7S, 8, 10, 11	2879 2960	2880	2880	2881	2880	3
	2.1245	2.4995	2.4995	2.4995	2.4995	