Description of the Electrical System

Generator

The generator of the 365 B delivers a 6 volt current at a nominal power of 200 watts at 2600 generators r.p.m. The generators supplies power to charge the battery and operate the electrical system. A generator indicator light (red) is located in the combination instrument on the instrument panel.

Starter

The 1/2 hp starter is actuated by a solenoid which also engages the overrunning clutch mounted pinion. The solenoid is operated by a contact in the ignition switch.

Battery

The six volt 84 ampere hour battery has three cells and is located under the front hood behind the spare tire. The negative terminal is grounded.

Ignition

Power supplied by the battery is converted to high voltage current by the ignition coil. The distributor incorporates a centrifugal spark advance mechanism. The ignition switch is located on the instrument panel.

Lights

A headlight with standard high and low beam is located in each fender. The parking lights are located in the headlight housing except in the case of "sealed beam" lights, in which case the parking lights are located in the turn signal lamps. The parking and driving lights are controlled by a three position pull switch which also contains a rheostat for the instrument lights. The tail lights are also controlled by this switch.

The low and high beams are selected by the dimmer switch which is contained in the turn-light signal-dimmer switch (BAL switch). A blue high beam indicator light and a red turn signal indicator light are located in the face of the tachometer.

The brake light is controlled by an hydraulic switch on the master brake cylinder. The back-up light is automatically controlled by a switch on the gear box and lights only when the ignition is turned on and reverse gear is engaged (in earlier models only when the low headlight beam is on).

The interior light of the Cabriolet/Hardtop is located in the center of the instrument panel while the Coupe has two lights located over the center posts. The interior lights have integral three position switches permitting the lights to be either on, off, or door controlled. The door control is effected by a pressure release switch in the upper hinge of each door which operates when the door is opened. The Roadster is not equipped with interior lights.

A socket for a handy lamp or other accesories is located under the left side of the instrument panel.

Accessories

The horns are actuated by the horn button in the center of the steering wheel through a contact in the BAL-switch.

The turn signals are operated by the lever of the BAL-switch on the steering column, as are the high and low beams and the light signal. When the turn signal is in operation a red light in the tachometer face flashes accompanied by a clicking sound. The signal lever is returned to the neutral position by a cam on the steering wheel hub. When, for instance, the left signal and the brakes are operated at the same time, the left signal light flashes while only the right brake light operates normally.

The windshield wipers are driven by an electric one speed motor which is controlled by a pull switch on the left side of the instrument panel. All fuses are located in a single box under the instrument panel.

Instruments

The speedometer and tachometer are driven by flexible shafts. The speedometer is driven by the left front wheel while the tachometer is driven by a gear on the end of the oil pump shaft. The fuel gauge registers the fuel level measured by a float and lever type sending unit on the fuel tank.

The oil temperature is measured in the main oil line ahead of the cooler by a sending unit and is shown on the instrument panel temperature gauge.

The combination instrument on the dash board contains the fuel gauge, oil temperature gauge, oil pressure light, and generator light. The oil pressure light (green) registers when the pressure at the sending unit in the main flow falls below normal.

Note

Electrical system repairs are generally limited to the replacement of defective or worn components and reconditioning of the wiring. When replacing wires it is important to use wire of the same size, and, if possible, the same color code.

Important

To avoid short circuits the negative (ground) strap should be removed from the battery when work is done on the electrical system. When replacing battery cables, first connect the positive, then the negative strap.