ELECTROLOCK APPLICATION LIST

TYPES USED AS ORIGINAL EQUIPMENT ON ALL CAR MODELS

Car Model & Year	Type	Lock Assembly	Switch & Cable	Lock Cylinder
Auburn 6-76 (1928)	5-A	1826	1827	2827
Auburn 8-88 (1928)	5-A	1831	1832	2827
Auburn 8-88 Speedster ('28)	5-A	1930	1931	2827
Auburn 8-115 (1928)	5-A	1836	1837	2827
Auburn 8-115 (Speedster ('28)	5-A	1924	1925	2827
Auburn 6-80 ('29), 6-85 ('30)	9-A	2665	2584	2560
Auburn 8-90 ('29), 8-95 ('30)	9-A	2563	2568	2560
Auburn 8-90 Speedster	9-A	2564	2569	2560
Auburn 8-120 ('29), 8-125 ('30)	9-A	2561	2566	2560
Auburn Speedster	9-A	2562	2567	2560
Auburn 8-98 (1931)	14-A	3573	3767	3584
Auburn 8-100 ('32), 8-101, 5 ('33)	15-S	4531	4625	4539
Auburn 12-160 ('32), 12-161, 5 ('33)	15-SD	4543	4624	4539
Cadillac 341, 41A, ('27-28)	5-B	2118	1563	2000
Chandler 31A, 131 (1928)	5-A	1498	1502	1995
Chandler 31A, 131 (1928)	5-B	1876	1877	1995
Chandler 35A (1928)	5-A	1493	1497	1995
Chandler 35A (1928)	5-B	1891	1892	1995
Chandler 135, Late, 1928	5-B	2154	2155	1995
Chandler 135, Late 1928	5-B	2190	2189	2315
Chandler 37A (1928)	5-A	1443	1466	2315
Chandler 37A (1928)	5-B	1984	1985	2315
Chandler 137, Late 1928	5-B	2156	2157	2315
Chandler 131, 65 (1928-29)	5-B	2193	2153	1995
Chandler8-44, 75, 85 ('28-29)	5-B	2248	2157	1995
Chrysler 72, Open Cars ('28)	5-B	2175	2145	2115
Chrysler 72, Closed Cars ('28)	5-B	2176	2143	2115
Chrysler 80, L.H.D. (1928)	5-B	2174	2139	2115
Chrysler 80, R.H.D. (1928)	5-B	2173	2141	1992
Chrysler 75 (1928-29)	5-B	2214	2215	2115
Chrysler 80 (1928-30)	5-B	2437	2438	2389
Chrysler 77, Open Cars ('30)	8-B	2794	2797	2715
Chrysler 77, Closed Cars ('30)	8-B	2707	2708	2715
Essex, First Cars (1928)	5-A	1801	1809	1964
Essex, Later Cars (1928)	5-A	2090	2091	1964
Essex Chall. (1929)	9-B	2480	2481	2477
Essex Chall. (1930-31)	9-B	2852	2877	2842
Essex Std. (1932)	15-S	4629	4441	4420
Ford A (1928-31)	12-A	5502	—	—
Franklin 12, Late 1928	5-B	1943	1944	1970
Hudson, First Cars (1928)	5-A	1518	1517	1964
Hudson, Later Cars (1928)	5-A	1800	1823	1964
Hudson, Late Cars (1928)	5-A	2088	2089	1964
Hudson Super Six (1929)	9-B	2474	2475	2477
Hudson Eight (1930-31)	9-B	2847	2876	2843
Hudson Eight (1932-33)	15-S	4628	4629	4420
Hupmobile A-6 (1928-29)	5-A	2206	2207	1991
Hupmobile M-8, First Cars (1928)	5-A	1710	1709	1991
Hupmobile M-8, Later Cars (1928)	5-A	2098	2107	1991
Hupmobile M-8 (1928-29)	5-A	2209	1709	2315
Hupmobile S-6 (1929-31), 214 (1932)	9-B	2692	2705	2697
Hupmobile C (1930)	5-A	2754	2755	1991
Hupmobile H, U (1930)	5-A	2766	2767	1991
Hupmobile L (1930-31), 218 (1932)	9-B	2961	2962	2697
Hupmobile C (1930-31), 221 (1932)	5-B	2905	2907	1991
Hupmobile H, U ('30-31), 225, 37 ('32)	5-B	2906	2908	1991
Hupmobile 222('32),322 ('33),422('34)	5-B	4364	4363	1991
Hupmobile 216 ('32), 316 ('33)	5-B	4365	4463	1991
Hupmobile 226('32), 326('33), 426('34	5-B	4366	4369	1991
La Salle 303 (1927-28)	5-B	2119	1564	1998
Packard 905, 6 ('32), 1005, 6 ('33)	15-S	5145	6710	—
Peerless 6-80 (1928)	5-B	1590	1589	1996
Peerless 6-90 (1928)	5-B	1580	1579	1996
Peerless 6-81 (1928-29)	5-B	2239	2240	1996
Peerless 6-91 (1928-29)	5-B	2179	1579	1996
Reo Wol. B (Early 1928)	5-B	2184	1670	1993
Reo Wol. B (Late 1928)	5-B	2250	2249	1993
Reo Wol. B-2 ('29), Mate 15 ('30)	5-B	2503	2504	1993
Reo S (1932)	—	4637	4665	—
Whippet 96-A,98-A,Clsd.Cars('29-30)	9-A	2395	2412	2464
Whippet 96-A,98-A OpenCars('29-30)	9-A	2460	2459	2464
Willys Knight 70-A (1928)	5-A	1863	1864	2001
Willys Knight 66-A (1928)	5-A	1868	1869	2001
Willys Knight 70-B, Clsd. Cars ('29)..	9-B	2542	2587	2464
Willys Knight 70-B Open Cars (29)	9-B	2589	2590	2464
Willys Kngt., 66-B Clsd. Cars ('29-30)	5-B	2674	2675	2679
Willys Kngt.,66-B Open Cars('29-30)	5-B	2685	2686	2693
Willys Knight 66-D (1931-32)	—	4644	6781	—
Willys Knight 66-E (1933)	—	4802	6762	—

NOTE—All switches manufactured by the Mitchell Specialty Company and designed to be connected to the distributor by armored cable are known as 'Electrolocks'. Later types connected to the ignition coil are known as Mitchellocks. See following section for Mitchellock application list and complete data on each type.

ELECTROLOCK

INSTALLATION AND REMOVAL

DESCRIPTION:—The theft-proof feature of the Electrolock is centered in the fact that the breaker is grounded through the Electrolock case at the dash and the terminal assembly at the distributor when the Electrolock is turned 'Off'. The breaker lead between the distributor and the Electrolock on the dash is protected by an armored steel cable to prevent the ground being relieved by cutting this lead. Likewise the snap terminal assembly by which the cable is fastened to the distributor housing is so constructed that the cable cannot be disconnected from the distributor without being disassembled although in assembly the cable is merely snapped onto the distributor stud.

Various types of Snap Terminal assemblies and Cable Timer Ends have been used. Some of the Type 5 and all Type 9 Electrolocks are fitted with the 'Serviceable Timer End'. On these types the Snap Terminal assembly can be removed from the Electrolock (after the Electrolock has been taken off the distributor) without destroying the Electrolock. On all other Electrolocks the Snap Terminal assembly cannot be removed without mutilating the Electrolock. The Electrolock should be returned for credit without any attempt to remove the Snap Terminal assembly. The method of mounting the terminal stud in the distributor varies with different manufacturers. Details of the mountings manufactured by the Mitchell Specialty Company are given in the next paragraph.

MOUNTING OF TERMINAL STUD:—On the first type mounting of the terminal stud, the inner end of the terminal stud (which projects through to the inside of the distributor) was threaded and was held in place by a nut screwed on after the terminal stud had been passed through the hole in the distributor housing. The breaker lead was taken from the terminal stud, in some types, by anchoring the breaker arm spring under the terminal stud nut. On these types the nut was ordinarily soldered to the stud. In removing the Electrolock from the distributor, it is necessary to remove the solder (being careful not to draw the temper of the breaker arm spring) and then take off the nut. The Electrolock cable can then be withdrawn together with the Snap Terminal Assembly as a unit. On Electrolocks with a Serviceable Timer End the snap terminal can then be removed. On Type 5 Electrolocks, without the Serviceable Timer End, the entire Electrolock and Snap Terminal assembly must be returned for credit.

The second type of mounting has the inner end of the terminal stud riveted to a flange or plate which ordinarily serves as the breaker lead terminal or as the stationary contact mounting plate. On these mountings it may be necessary to cut the terminal stud in order to withdraw the cable and Snap Terminal assembly, although in some installations the distributor housing is slotted to permit the terminal stud to be lifted out after the flange or plate is released.

In some instances other types of Terminal Stud mountings may be found as these are provided by the distributor manufacturer except for car models listed below.

Distributor Parts

Type 5 Electrolock

Part No.	Used On
1761	Essex (1928)
2204	Essex, Late 1928
2232	Hudson (1928)
2232	Falcon Knight (1928)
2232	Stearns Knight 6-80 (28-29)
2232	Willys Knight 66-A (1928)
2232	Willys Knight 70-A (1928)
2232	Peerless 80 (1928)
2232	Velie 88 (1928)
2238	Chandler 75, 85 (1928-29)
2238	Hupmobile Cent. 6 (1928)
2238	Hupmobile Cent. 8 (1928)

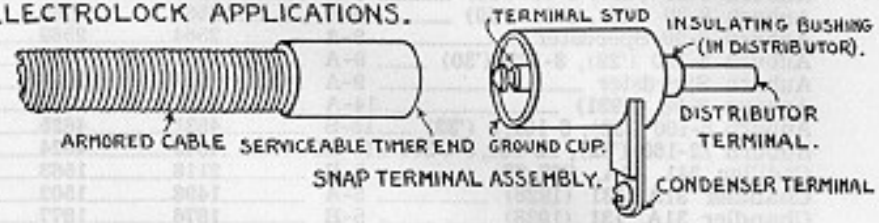
Type 9 Electrolock

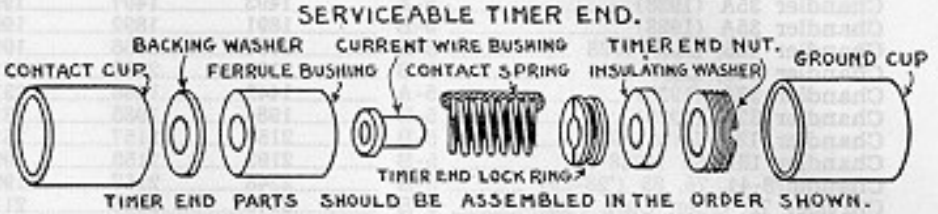
Part No.	Used On
2607	Essex (1929)
2607	Whippet 96-A, 98-A (1929)
2611	Hudson (1929)
2544	Willys Knight 70-B (1929)
2544	Hupmobile S (1929-31)
2544	Hupmobile L (1930-31)
2784	Essex SS (1930-31)
2859	Hudson 8 (1930-31)

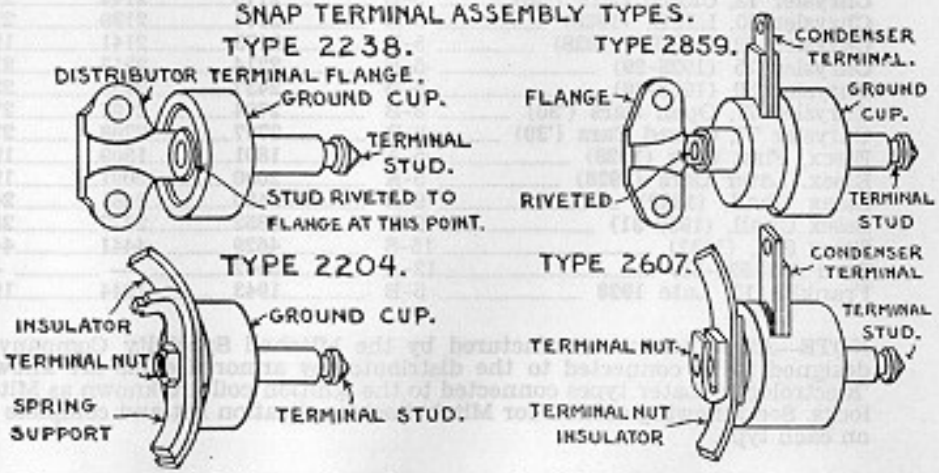
Type 14 Electrolock

Part No.	Used On
3560	Auburn 8-98 (1931)

DISASSEMBLY OF SERVICEABLE TIMER END:—The Electrolock must first be removed from the distributor. Then remove the grounding cup and insulating washer which are slipped over the terminal stud. On distributors with a threaded terminal stud held in place by a nut on the inner end, the ground cup can be slipped off. On distributors with the terminal stud riveted to a flange or plate, it will be necessary to cut the terminal stud in order to slip off the ground cup. In this case it will be necessary to use a new terminal stud in reassembling the Snap Terminal assembly. Unscrew the timer end nut which is staked in place to prevent loosening in service.







The Snap Terminal can then be removed with the Timer End Locking Ring still in place on the end of the terminal stud. Free the Locking Ring from the terminal stud. The Locking Ring is made up of two segments held together by a spring and can ordinarily be used with a new terminal stud in reassembling the Electrolock.

The Timer End contact spring assembly is soldered to the current wire bushing. The current wire (or breaker lead within the cable) is crimped and soldered in the bushing. The current wire has sufficient slack so that it may be pulled out of the cable while the contact spring assembly is being examined. In replacing in service, it will be sufficient to solder the wire to the current wire bushing. The parts should be assembled in the order shown in the illustration. The Timer End nut must be staked in place to prevent it loosening in service.

ELECTROLOCK

TYPE 5-A

DESCRIPTION:—The Electrolock is an ingnition switch mounted on the dash consisting of a lock cylinder in a steel case which is connected to the distributor housing terminal by an armored cable. The breaker lead from the coil is carried inside the cable which is fastened to the breaker terminal by a special design non-removable clip connection. This absolutely prevents tampering with the ignition circuit and prevents the car being started with the ignition turned off since the breaker is grounded through the Electrolock case and through the distributor attachment.

To unlock Electrolock, insert key in lock cylinder and turn ¼ turn to right. The lock cylinder will spring out closing the ignition switch. The key should then be removed since it is not necessary to lock the ignition. To turn off ignition, press lock cylinder in and make certain that it does not spring out again. This will turn off ignition, ground the breaker and lock the Electrolock itself to the car.

Connections:—The terminal on the side of the Electrolock case should be connected to the breaker terminal of the ignition coil. The feed for the coil is taken directly off the ammeter or from the relay terminal of the generator. The breaker circuit is completed through the armored cable from the Electrolock to the terminal on the distributor housing.

Servicing Distributor:—To remove distributor from car for bench tests or repairs, unlock Electrolock and remove from dash. Remove distributor from engine as directed on the car data sheet. Then remove entire distributor and Electrolock assembly from car.

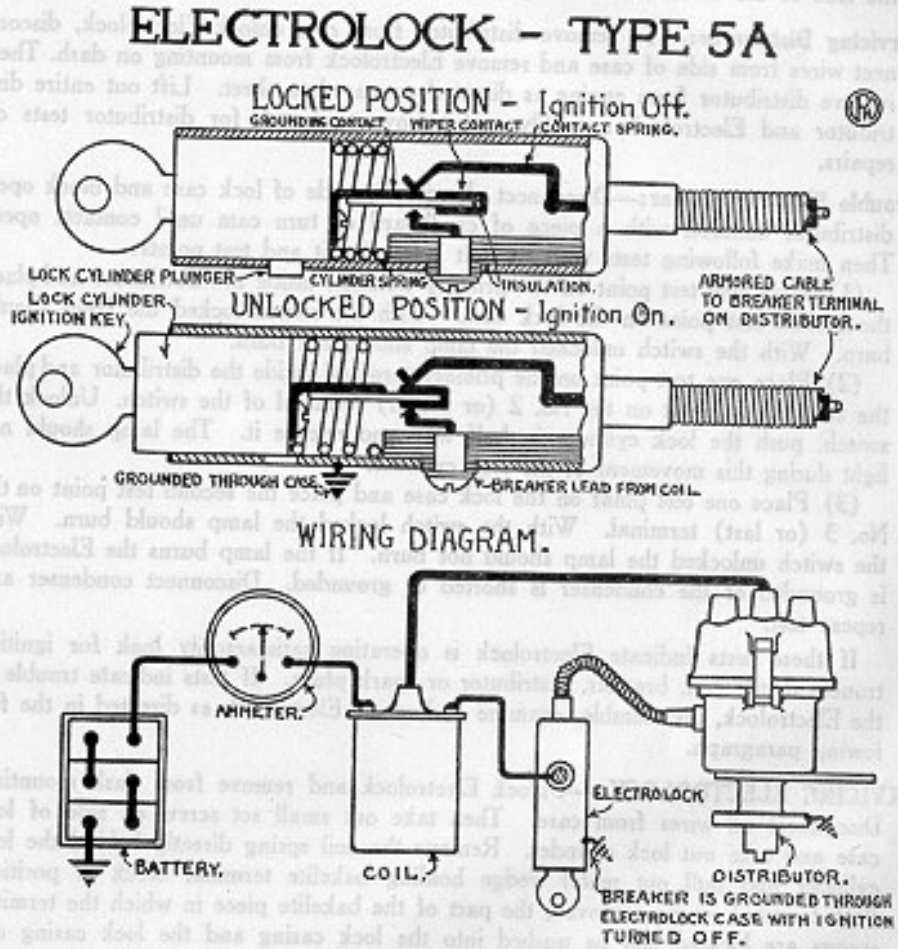
Trouble Shooting on Car:—Disconnect wire from side of case. Insulate breaker contacts with a piece of cardboard or turn cam until contacts separate. Then make following tests with six volt lamp circuit and test points:

(1) Place one test point on breaker terminal inside distributor and place the other point on the terminal on the side of the Electrolock case. With Electrolock in the unlocked position, the lamp should burn. With Electrolock locked the lamp should not burn.

(2) Place one test point on the breaker terminal inside the distributor. Place the other point on the Electrolock case. With the switch locked the lamp should burn. With the switch unlocked the lamp should not burn. If the lamp burns there is a gound in the Electrolock or the condenser is shorted or grounded. Disconnect the condenser and repeat the test.

If these tests indicate the Electrolock is operating satisfactorily look for ignition trouble in coil, breaker, distributor or spark plugs. If tests indicate trouble in the Electrolock, disassemble, examine and repair Electrolock as directed below.

SERVICING ELECTROLOCK:—Unlock Electrolock and remove from dash mounting. Disconnect all wires from case. Then take out small set screw on side of lock case and take out lock cylinder. Remove the coil spring directly behind the lock cylinder and pull out metal wedge holding bakelite terminal block in position. With terminal screws removed, the part of the bakelite piece in which the terminal screws are located can be pushed into the lock casing and the lock casing can then be slid back on the cable, allowing the switch to be inspected. Any trouble in the switch due to broken parts can then be discovered. New parts for replacecan be obtained and the lock repaired.



If the lock cylinder does not work freely because of dirt in the lock case, the lock cylinder should be removed and cleaned off. Do not put oil or grease in the lock cylinder. If tumblers stick use graphite. In assembling Electrolock make certain that all terminals are insulated down to the screw heads to avoid possibility of short circuits.

ELECTROLOCK
TYPE 5-B

Connections:—The Type 5-B Electrolock has three connections on the side of the case. The ignition feed wire from the ammeter is connected to the terminal nearest the front or lock cylinder end of the case. The ignition coil lead and all accessories such as gasoline gauges or temperature indicators are connected to the middle terminal. The breaker lead from the coil is connected to the third terminal and the breaker circuit is completed through the armored cable to the terminal on the side of the distributor housing.

Servicing Distributor:—To remove distributor from car, unlock Electrolock, disconnect wires from side of case and remove Electrolock from mounting on dash. Then remove distributor from engine as directed on car data sheet. Lift out entire distributor and Electrolock assembly and remove to bench for distributor tests or repairs.

Trouble Shooting on Car:—Disconnect all wires on side of lock case and block open distributor contacts with a piece of cardboard or turn cam until contacts open. Then make following tests with six volt lamp circuit and test points:

(1) Place one test point on the primary terminal inside the distributor and place the second test point on the lock case. With the switch locked the lamp should burn. With the switch unlocked the lamp should not burn.

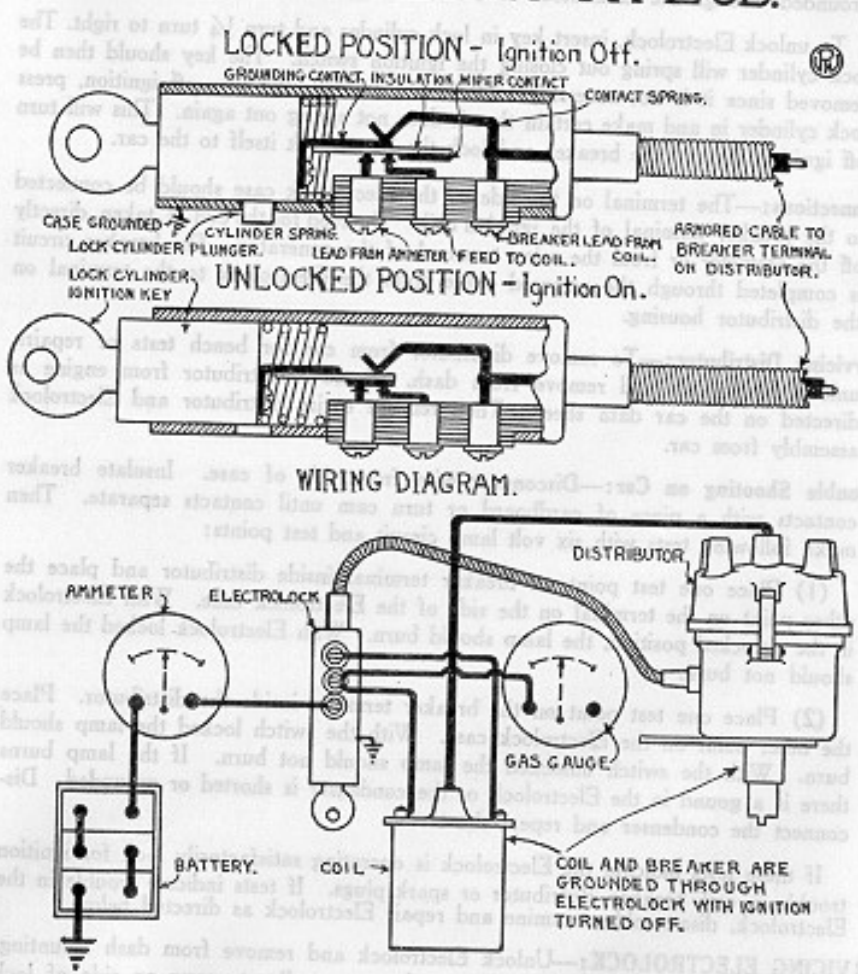
(2) Place one test point on the primary terminal inside the distributor and place the second test point on the No. 2 (or center) terminal of the switch. Unlock the switch, push the lock cylinder in half way and release it. The lamp should not light during this movement of the lock cylinder.

(3) Place one test point on the lock case and place the second test point on the No. 3 (or last) terminal. With the switch locked the lamp should burn. With the switch unlocked the lamp should not burn. If the lamp burns the Electrolock is grounded or the condenser is shorted or grounded. Disconnect condenser and repeat test.

If these tests indicate Electrolock is operating satisfactorily look for ignition trouble in the coil, breaker, distributor or spark plugs. If tests indicate trouble in the Electrolock, disassemble, examine and repair Electrolock as directed in the following paragraph.

SERVICING ELECTROLOCK:—Unlock Electrolock and remove from dash mounting. Disconnect all wires from case. Then take out small set screw on side of lock case and take out lock cylinder. Remove the coil spring directly behind the lock cylinder and pull out metal wedge holding bakelite terminal block in position. With terminal screws removed, the part of the bakelite piece in which the terminal screws are located can be pushed into the lock casing and the lock casing can then be slid back on the cable allowing the switch to be inspected. Any trouble in the switch due to broken parts can then be discovered. New parts for replacement can be obtained and the lock repaired.

If the lock cylinder does not work freely because of dirt in the lock case, the lock cylinder should be removed and cleaned off. Do not put oil or grease in the lock cylinder. If tumblers stick use graphite. In assembling Electrolock make certain that all terminals are insulated down to the screw heads to avoid possibility of short circuits.



ELECTROLOCK

TYPES 8 AND 9

TYPES 8-A, 9-A

DESCRIPTION:—These types Electrolocks differ from the Type 5 in that the lock cylinder does not spring out as the switch is unlocked and has simply a one-quarter turn rotary movement. The key hole in the lock is vertical with the switch locked. To turn on ignition, the key must be inserted and turned to the right. The key may then be removed as the switch locks automatically when the ignition is turned off by turning the lock cylinder back to the vertical position. The 'A' Type Electrolock has one terminal on the side of the case. This should be connected to the ignition coil and the other coil terminal should be connected to a 'hot' terminal of the car wiring circuit ordinarily the discharge side of the ammeter. The Electrolock is coincidental in operation, grounding the coil and breaker through the switch mounting on the instrument board and the cable attachment on the distributor when the switch is turned off. No provision is made for the connection of gasoline gauges or other accessories to be controlled by the ignition switch and if devices of this kind are installed they must be provided with a separate switch, or a 'B' Type Electrolock installed.

To Remove Electrolock from Distributor. The Type 9 Electrolock is fitted with a 'serviceable timer end' and the Electrolock and cable assembly can be removed from the distributor housing and replaced. To remove the snap terminal assembly (distributor housing assembly) from the Electrolock, first remove snap terminal assembly and cable from distributor. Then cut the terminal post to remove the grounding cup and insulating washer. This will expose the timer end nut which is staked in place. Unscrew the nut, using the special spanner wrench designed for this purpose (see illustration). The snap terminal assembly can then be removed with the timer end lock ring attached to the terminal stud. In reassembling a new terminal stud and lock ring must be used. The timer end contact spring assembly on the cable can also be disassembled by using the special wrench to unscrew the nut. In reassembling, replace parts in the same order, making certain that the insulating washers are in place and stake nuts to prevent their working loose in service.

SERVICING ELECTROLOCK:—The Electrolock can be disassembled for inspection and service by turning the lock cylinder to the unlocked position and then removing the small screw in the side of the case. The lock cylinder and rotary contact assembly should be withdrawn, terminal screws removed, and contact base pushed out of the lock case. All parts can then be inspected and repairs made.

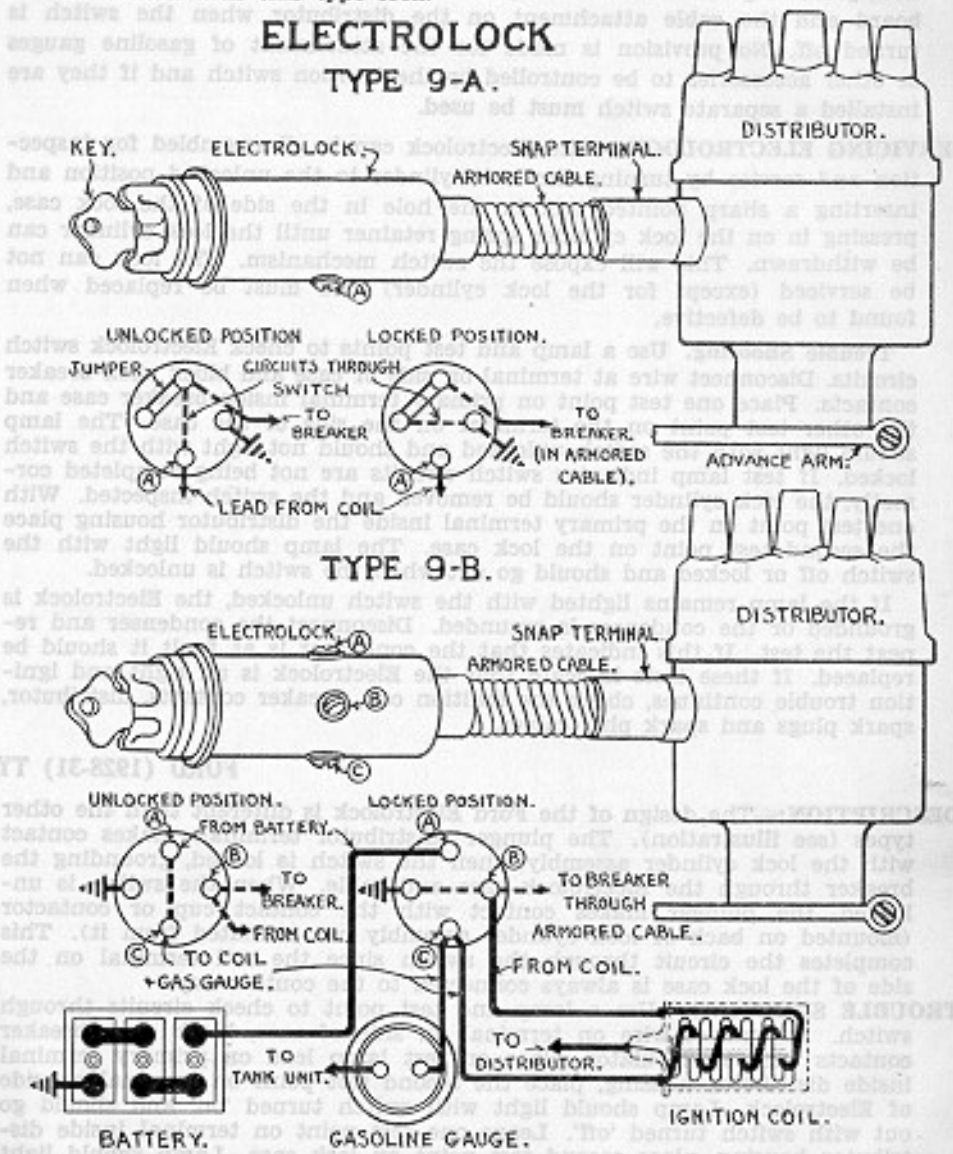
Trouble Shooting. Use a lamp and test points to check Electrolock switch circuits. Disconnect wire at terminal on side of case and block open breaker contacts. Place one test point on primary terminal inside breaker case and the other test point on the terminal on the side of the case. The lamp should light with the switch unlocked and should not light with the switch locked. If test lamp indicates switch circuits are not being completed correctly, the lock cylinder should be removed and the switch inspected. With one test point on the primary terminal inside the distributor housing place the second test point on the lock case. The lamp should light with the switch off or locked and should go out when the switch is unlocked.

If the lamp remains lighted with the switch unlocked, the Electrolock is grounded or the condenser is grounded. Disconnect the condenser and repeat the test. If this indicates that the condenser is at fault it should be replaced. If these tests indicate that the Electrolock is all right and ignition trouble continues, check the ignition coil, breaker contacts, distributor, spark plugs and spark plug cables.

TYPES 8-B, 9-B

DESCRIPTION:—The 'B' Type Electrolock is similar in design to the 'A' Type except that it is provided with three terminals on the side of the case and should be used when gasoline gauges or other accessories are used which must be controlled by the ignition switch. The ignition lead is connected to one terminal on the case and the two coil leads are connected to the other two terminals. The gasoline gauge and other accessories should be connected to the feed terminal of the coil on the case (and never to the breaker lead from the coil). The breaker lead from the coil is completed through the Electrolock armored cable in the usual manner and the coil and breaker are grounded when the switch is locked.

NOTE:—See previous page on installation and removal of Electrolocks for complete data on Snap Terminal Assemblies and Serviceable Timer Ends used with this type lock.



SERVICING DISTRIBUTOR AND ELECTROLOCK:—The Electrolock is removed and serviced in exactly the same manner as the Type 9-A. In making tests with lamp and test points, disconnect wires at Electrolock terminals and use terminal marked 'Coil.' In rewiring ignition circuit make certain that all leads are insulated down to the screw heads to avoid any possibility of short circuit to the case. Never use grease or oil in the lock cylinder. If the tumblers stick a small amount of graphite may be used on them.

ELECTROLOCK

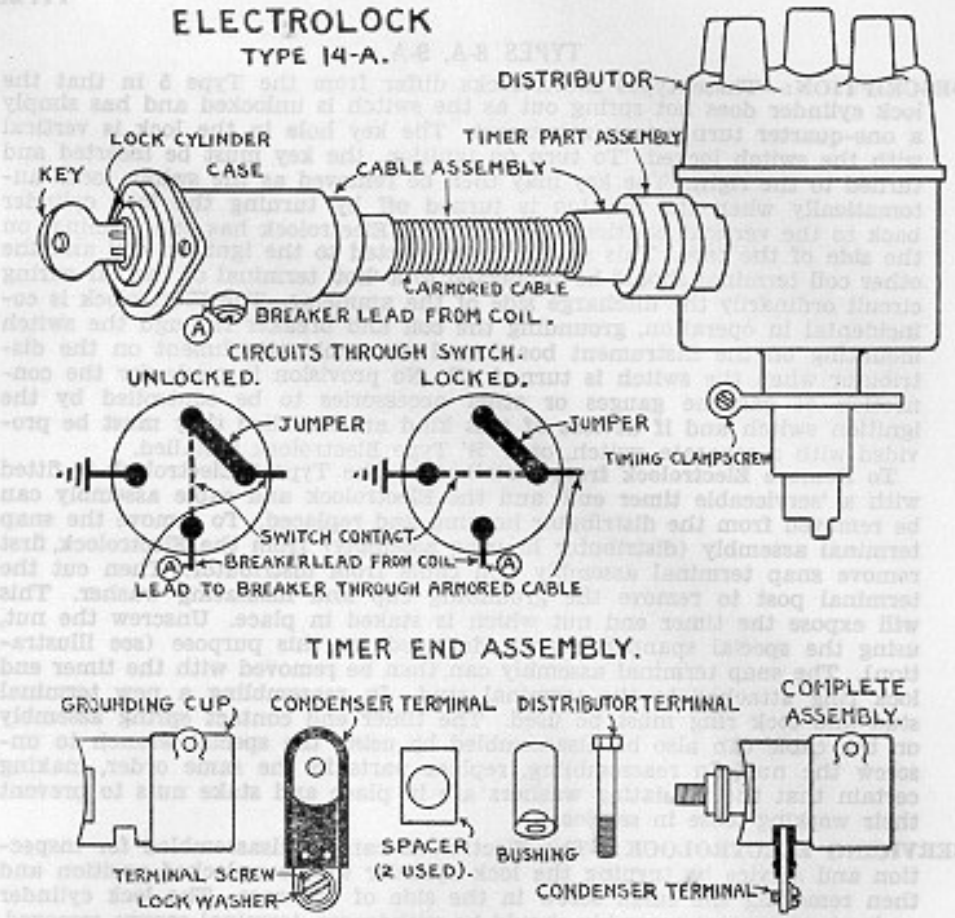
TYPE 14

DESCRIPTION:—The Type 14 Electrolock differs from the Type 9 in construction (see illustration), although it is similar in operation. There is one terminal on the side of the case. This should be connected to the ignition coil and the other ignition coil primary terminal connected to a 'hot' terminal of the car wiring circuit. The Electrolock is co-incidental in operation, grounding the breaker through the switch mounting on the instrument board and the cable attachment on the distributor when the switch is turned off. No provision is made for the attachment of gasoline gauges or other accessories to be controlled by the ignition switch and if they are installed a separate switch must be used.

SERVICING ELECTROLOCK:—The Electrolock can be disassembled for inspection and service by turning the lock cylinder to the unlocked position and inserting a sharp pointed tool in the hole in the side of the lock case, pressing in on the lock cylinder spring retainer until the lock cylinder can be withdrawn. This will expose the switch mechanism. The lock can not be serviced (except for the lock cylinder) and must be replaced when found to be defective.

Trouble Shooting. Use a lamp and test points to check Electrolock switch circuits. Disconnect wire at terminal on side of case and block open breaker contacts. Place one test point on primary terminal inside breaker case and the other test point on the terminal on the side of the case. The lamp should light with the switch unlocked and should not light with the switch locked. If test lamp indicates switch circuits are not being completed correctly, the lock cylinder should be removed and the switch inspected. With one test point on the primary terminal inside the distributor housing place the second test point on the lock case. The lamp should light with the switch off or locked and should go out when the switch is unlocked.

If the lamp remains lighted with the switch unlocked, the Electrolock is grounded or the condenser is grounded. Disconnect the condenser and repeat the test. If this indicates that the condenser is at fault it should be replaced. If these tests indicate that the Electrolock is all right and ignition trouble continues, check the ignition coil, breaker contacts, distributor, spark plugs and spark plug cables.



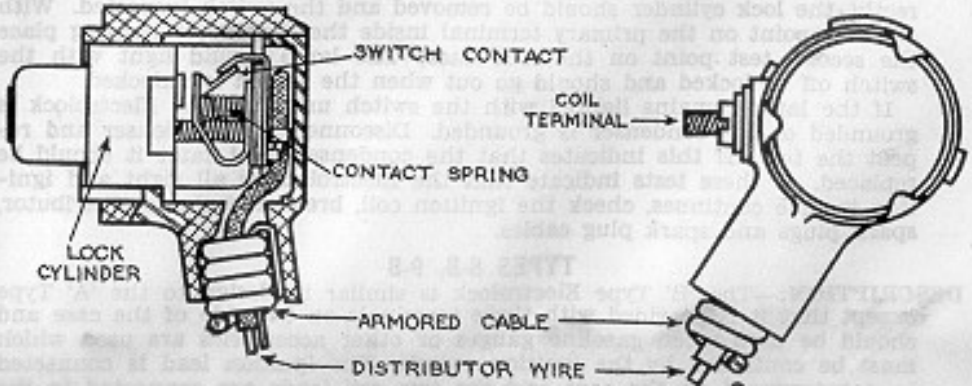
FORD (1928-31) TYPE 12-A ELECTROLOCK

DESCRIPTION:—The design of the Ford Electrolock is different than the other types (see illustration). The plunger (distributor terminal) makes contact with the lock cylinder assembly when the switch is locked, grounding the breaker through the Electrolock case and cable. When the switch is unlocked, the plunger makes contact with the contact cup or contactor (mounted on back of lock cylinder assembly but insulated from it). This completes the circuit through the switch since the coil terminal on the side of the lock case is always connected to the contact cup.

TROUBLE SHOOTING:—Use a lamp and test point to check circuits through switch. Disconnect wire on terminal on side of case, block open breaker contacts with an insulator, place on test lamp lead on primary terminal inside distributor housing, place the second test point on terminal on side of Electrolock. Lamp should light with switch turned 'on' and should go out with switch turned 'off'. Leave one test point on terminal inside distributor housing, place second test point on lock case. Lamp should light with switch turned 'off' and should go out when switch is turned 'on' (unlocked). If lamp remains lighted, Electrolock is grounded or condenser is grounded. Disconnect condenser and repeat test.

If tests indicate that Electrolock is defective, take out small screw on side of case, unlock switch, withdraw lock cylinder assembly. This will allow switch contacts to be inspected.

REMOVAL:—Free lock at instrument panel, disconnect wire, unscrew ferrule (cable connector) on side of distributor, pull entire unit out from lock end (cable passes through junction box on engine side of dash).



ELECTROLOCK

TYPES 15-S AND 15-SD

DESCRIPTION:—These types follow Electrolock principles in that the breaker and ignition coil are grounded with the switch turned 'Off' and the breaker lead is armored to prevent the ground being relieved by cutting the lead. The construction of the switch assembly is new and does not follow previous designs (see illustration).

These Electrolocks correspond to the previous 'B' type switches in that provision is made for the connection of accessories such as gasoline gauges (these should be connected to the coil feed terminal—see diagram) and in addition an extra terminal for Startix connection is provided. This terminal should be connected to the 'IGN' terminal on the Startix case.

The Type 15-SD Electrolock is designed for use with ignition systems using two coils, each controlled by a separate set of breaker contacts (see diagram on Auburn 12-160 using this system and Electrolock). Two breaker lead terminals are provided on the Electrolock switch assembly and these are connected to two insulated wires in the armored cable. These wires terminate in a special distributor terminal on the distributor housing from which the connection to each breaker arm is made.

OPERATION:—These switches are provided with two 'On' positions and a special terminal for Startix connection. The 'On' position with Startix operative (key turned to the right) is the normal running position. The second 'On' position (key turned to the left) closes the ignition circuit but does not complete Startix circuit so that Startix is inoperative. This switch position should be used in timing the engine when automatic cranking is not desired and can also be used to operate the car with the generator or Startix inoperative.

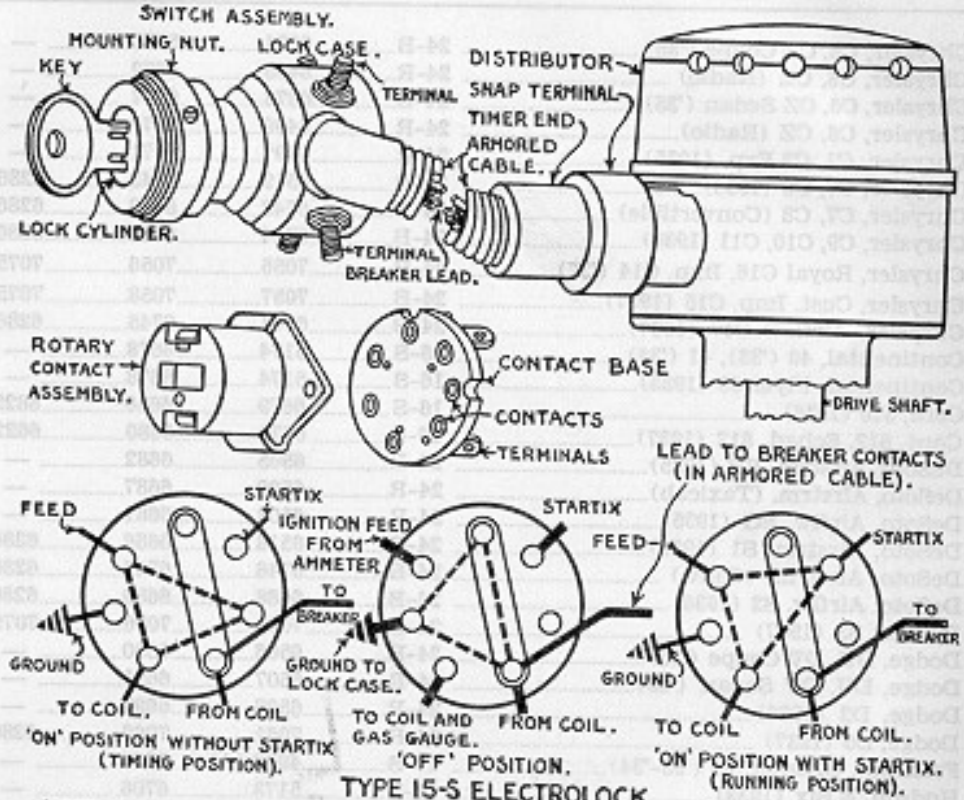
SERVICING:—Switch Assembly. To disassemble assembly for inspection and servicing, remove the lock from the mounting, disconnect all wires from terminals, turn back stakings and remove lock case cover. Take out all terminal screws and bushings, pull out contact base assembly and rotary contact for inspection. Replace all parts in reversed order and take care to securely stake lock case cover before reinstalling Electrolock.

Distributor Terminal and Current Wire Assembly. To disassemble Distributor Terminal for inspection and servicing, first remove lock case cover on switch assembly (see above) and open clips which hold end of current wire, then remove timer end and timer parts assembly from distributor housing, drill out distributor connection cup opposite timer end locking pin, drive out locking pin, turn back stakings and remove distributor terminal and current wire assembly through timer end. When reassembling the current wire should be soldered at the lock end, and both lock case cover and timer end should be staked securely to hold the assembly in place. On the Type 15-SD be sure to allow at least one coil of slack in each current wire at the timer end when wires are soldered at the lock end.

Yale Type Lock Cylinders. To remove these lock cylinders, turn key toward left hand running position and press a small pointed tool into the hole on the side of the lock case at the same time. When the tool enters the hole in the lock cylinder, the retaining pin can be driven out and the lock cylinder withdrawn. In replacing the lock cylinder the retaining pin should be driven in securely.

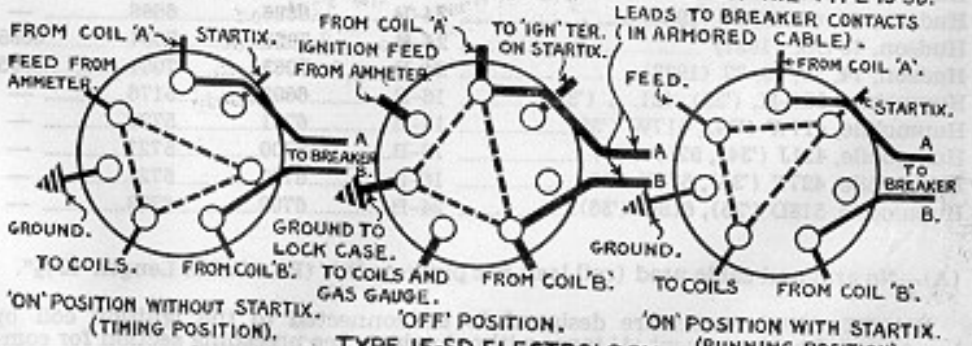
Briggs and Stratton Type Lock Cylinders. To remove these lock cylinders, turn key toward right hand running position (it will be necessary to disconnect Startix wire to prevent automatic cranking of engine), press a small pointed tool into hole in side of lock case and pry on lock cylinder spring retainer until lock cylinder is released and can be withdrawn.

TROUBLE SHOOTING:—Test circuits through Electrolock with lamp and test points to determine if switch is operating satisfactorily (see diagram for circuits). It should be remembered that 'Startix' terminal is connected to the feed terminal only with the switch in the right hand 'On' position. If these tests indicate that Electrolock is not operating correctly it should be disassembled and examined.



TYPE 15-S ELECTROLOCK

NOTE:- CIRCUITS THROUGH SWITCH COMPLETED BY ROTARY CONTACTOR ARE SHOWN BY DOTTED LINES THUS---- FOR EACH SWITCH POSITION. THE JUMPER ON THE CONTACT BASE ASSEMBLY IS NOT USED ON THE TYPE 15-SD.



TYPE 15-SD ELECTROLOCK