

Std. Equipment On:				
Car Model	Solenoid Switch with Pushbutton Control		Pushbutton Switch	
	Year	Solenoid Switch	Starter	Switch
Cadillac V8	(1934-35)	1514, 1521	728-U	1379
Cadillac V8 RHD	(1934-35)	1519	728-V	1379
Cadillac V-12	(1934-35)	1515	580	1379
Cadillac V16	(1934-36)	1515	580	1379
Cadillac V8, Series 60	(1936)	1512	727-V	1405
Cadillac V8, 60 (RHD)	(1936)	1532	729-C	1405
Cadillac V8, 70, 75	(1936)	1512	727-V	1407
Cadillac V12, 80, 85	(1936)	1515	580	1407
Cadillac V12 (RHD)	(1936)	1515	SM-1748	1407
Cadillac 37-60	(1937)	1542	727-V	1389
Cadillac 37-60 (RHD)	(1937)	1542	729-F	1389
Cadillac 37-65, 70, 75	(1937)	1542	727-V	1407
Cadillac V12 37-85	(1937)	1515	580	1407
Cadillac V16 37-90	(1937)	1515	580	1379
Cadillac V8, 60, 60S, 65, 75	(1938)	1542	727-V	1996001
Cadillac V8, 60 RHD	(1938)	1542	1110604	1996001
Cadillac V16, 38-90	(1938)	1555 (x)	714	1996001
Cadillac V8, 60S, 61, 75	(1939)	1542	1107912	1996003
Cadillac V8, 60S RHD	(1939)	1542	1107911	1996003
Cadillac V8, 61 RHD	(1939)	1542	1107913	1996003
Cadillac V16, 39-90	(1939)	1555 (x)	714	1996003
Chrysler CW, CW*	(1934-35)	1518	728-W	1394
Chrysler C2, C3	(1935)	1516	727-J, L	
De Soto SE	(1934)	1516	727-L	1387
Graham 68, 67, 69	(1934)	1517	734-U	1388, 1386
Graham 90, 90-A, 110	(1936)	1515	738-X	1388
Graham 95, 116, 120 (RHD)	(1937)	1516	738-X	1388
Graham 96, 97 Exp.	(1938-39)	1546	738-X	
La Salle 350, Series 50	(1934-35)	1514	727-N	1379
La Salle 36-50	(1936)	1516	727-N	1405
La Salle V8 37-50	(1937)	1542	727-V	1389
La Salle V8 37-50 (RHD)	(1937)	1542	729-F	1389
La Salle V8, 38-50	(1938)	1542	727-V	1389
La Salle V8, 38-50 Exp.	(1938)	1542	1110604	1389
La Salle V8, 39-50	(1939)	1542	1107912, 13	1996003
Oldsmobile L-34	(1934)	1514	727-H	1385, 1389
Pontiac 6, 39-25, 39-26 Exp.	(1939)	1546	727-S	1996004
Studebaker Pres. 3C	(1937)	1516	729-G	R.B.M.1875
Studebaker Pres. 4C	(1938)	1546	1107903	
Studebaker Pres. 5C	(1939)	1546	1107903	Doug. #5701

(x) Solenoid Relay 268-M mounted separately on right side of dash.

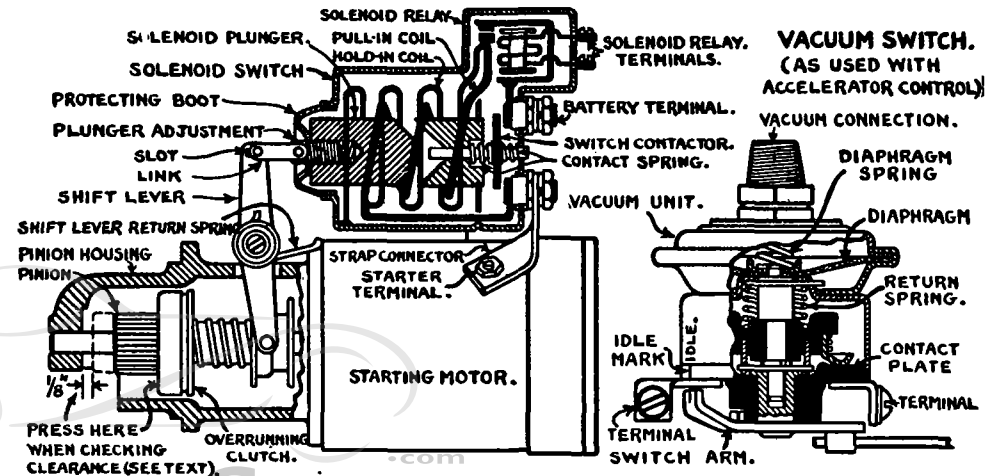
Solenoid Switch with Vacuum Switch Control				
Car Model	Year	Solenoid Switch	Starter	Vacuum Switch
Buick 34, 35, 36-40	(1934-35-36)	1512	734-Z	1594
Buick 34, 35-50	(1934-35)	1513	727-G	1587
Buick 34, 35-60, 90	(1934-35)	1512	727-F	1587
Buick 36-60, 80, 90	(1936)	1512	727-W	1601
Buick 36-60, 80, 90 (RHD)	(1936)	1530	729-B	1601
Buick 37-40	(1937)	1542	734-Z	1607
Buick 37-60, 80, 90	(1937)	1542	727-W	1607
Buick " (Marvel Carb.)	(1937)	1542	727-W	1594
Buick 37-60 (RHD)	(1937)	1545	729-B	1607
Buick 38-40	(1938)	1542	734-Z	①1868512
Buick 38-60, 80, 90	(1938)	1542	727-W	①1868512
Buick 38-60, 80, 90 (RHD)	(1938)	1545	729-B	①1868512
Buick 39-40	(1939)	1542	1107005	①Carter 192-10U
Buick 39-60, 80, 90	(1939)	1542	1107908	①1990126
Buick 39-60, 80, 90 (RHD)	(1939)	1545	1107909	①1990126
Chrysler CU, CV	(1934)	1516	727-J	1592
Graham 72, 75	(1935)	1517	734-U	1600
Graham 72, 75 (RHD)	(1935)	1512	738-A	1600
Pontiac 603	(1934)	1513	738-B	1588, 1593
Pontiac 701A, B (RHD)	(1935)	1516	727-S	1588
Pontiac 605, 36-28	(1935-36)	1516	727-S	1588
Pontiac 37-28CA	(1937)	1516	727-S	1605
Pontiac 38-28DA	(1938)	1546	727-S	1605

① Vacuum switch is mounted on carburetor. See following articles for data.

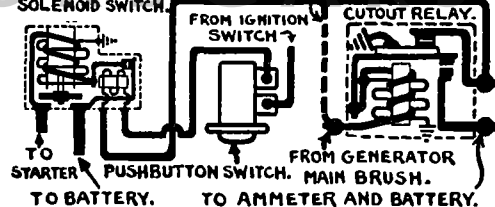
NOTE:—On the first Buick models in 1934, equipped with a Type 264-H Cut-out Relay (and Horn Relay), the starter solenoid lead was connected to the generator terminal of the relay and grounded through the generator. On later cars the Type 264-H Cutout Relay was superseded by Type 264-K, which has the extra ground contacts mounted on the cut-out relay armature. On this type the solenoid lead was connected to the extra terminal (this type has six terminals instead of five, used on Type 264-H).

On both the pushbutton type and vacuum switch control type, the relay circuit is grounded in one of three ways:

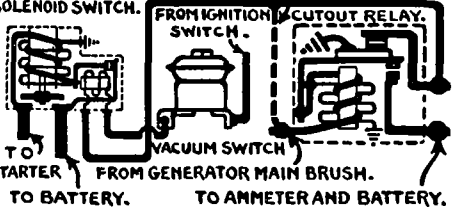
- (1) Directly to the starter field frame.
 - (2) Through the generator main brushes (connected to generator terminal of cutout relay).
 - (3) Through special auxiliary contacts mounted directly above cutout relay armature (these contacts open when main contacts close).
- See individual car wiring diagrams for circuit used on each car model.



WIRING DIAGRAM (PUSHBUTTON CONTROL). CONNECTION USED WHEN GROUND CONTACTS NOT USED.



WIRING DIAGRAM (ACCELERATOR CONTROL). CONNECTION USED WHEN GROUND CONTACTS NOT USED.



DESCRIPTION:—This solenoid type switch is a combined pinion shift and starting switch. The design is the same as used in 1934 except that the solenoid relay terminals are now located on the side of the solenoid case instead of on the end of the case above the starting switch contacts.

OPERATION:—When the pushbutton switch is closed, or the accelerator pedal is depressed (vacuum switch type), with the ignition turned on, the solenoid relay circuit is completed, energizing the relay and closing the relay contacts. This completes the solenoid circuit. The solenoid plunger is drawn into the coil, meshing the starter pinion, and closing the starting switch contacts. When the engine begins to fire, the solenoid relay circuit is broken in one or more of the following ways:

- (1) Operation of the vacuum switch. Caused by the vacuum built up in the intake manifold.
- (2) By the rise in generator voltage. Where solenoid relay is grounded through generator main brushes or auxiliary contacts in cutout relay, the voltage built up by the generator opposes the current flow through the solenoid relay winding.
- (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.