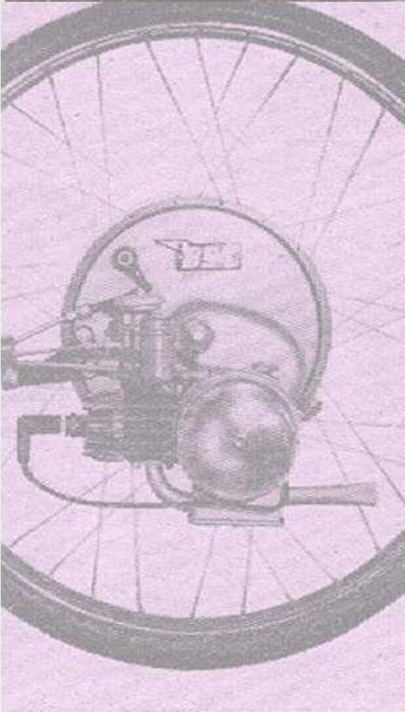


IceniCAM Information Service



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RUNNING MAINTENANCE

The ignition generator requires very little maintenance and if the following notes are observed the life of the machine should prove trouble-free.

Check and if necessary re-adjust the contacts once every 5,000 miles.

Occasionally clean the contacts by inserting a dry smooth piece of paper between them and withdrawing while the contacts are in the closed position. Do not allow the engine to run with oil or petrol on the contacts or they will start to burn and blacken, and if they do, lightly polish with a piece of smooth emery cloth.

After every 5,000 miles it is necessary to re-lubricate the cam grease pad. This is done by removing the pad and squeezing and working into it a Summer grade of motor transmission grease which will very closely resemble that used at the factory. Do not use ordinary grease.

SERVICING

Checking ignition for spark

If the engine fails to start and there is indication that the ignition is at fault:—

- (A) Disconnect H.T. lead from the spark plug and hold it about $\frac{3}{8}$ " away from some unpainted portion of the frame or engine. Rotate the engine and a spark should jump this gap.
- (B) If no spark is visible:—
1. Check H.T. lead for continuity.
 2. Check contact breaker points for correct gap setting and see that they are clean. Check breaker point adjustment screws for tightness.
 3. By removing the flywheel examine the internal leads for breaks and see they are all properly secured. Make sure covered leads are not chafed and earthing.
 4. Make sure there are no metallic particles inside the unit.
 5. If the insulation of the H.T. coil has broken down it will show signs of charring on the outside but it is unlikely that this will happen in normal use.
 6. Make sure the H.T. terminal block is not tracking or damaged.

Condenser

A weak or faulty condenser can be detected by badly burnt and pitted contacts or a continuous **intense blue** spark across the contacts when running. A very small white spark across the points when running is normal.

The condenser can be removed by undoing the screw securing it and releasing the lead from the terminal post.

Contact breaker points

Adjustment. Turn engine over until points are fully open.

Test with feeler gauge between "points". If the "points" require adjustment slacken the fixing screw and carefully move the fixed contact plate by means of a screwdriver until the correct gap is obtained. Tighten screw.

The breaker point setting should only be adjusted in the manner described and **at no time should the breaker arm be bent to provide adjustment.**

If the contact points need replacing both the fixed and movable points must be replaced at the same time.

H.T. Coil

Removal.

1. Remove H.T. terminal block unit.
2. Disconnect the two primary leads.
3. Release H.T. coil and core set by removing the two core fixing screws.

Lighting Coils

Removal.

First remove H.T. coil and core set as described above, release the L.T. coil terminal stud from the stator plate, then remove core fixing set, considerable force may be necessary to remove coils from cores as a fibre wedge is used to ensure a tight fit.

THIS IGNITION GENERATOR IS
FITTED AS STANDARD EQUIPMENT
TO THE

EXCELSIOR AUTOBYK

MAIN DETAILS

Wipac Type	Series 72
Engine cylinder	Single
Rotation	Clockwise
Flywheel weight	7 lbs.
Flywheel diameter	6"
Ignition	Direct from magneto
Lighting	6 volt A.C. 21 watts at 2,800 r.p.m.
H.T. lead	9" (7mm.)
Breaker point setting	.020"
Recommended spark plug	P60L

For maintenance and servicing instructions see leaflet:—Ref. 91/1.

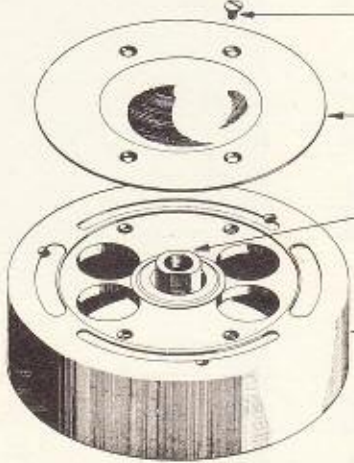
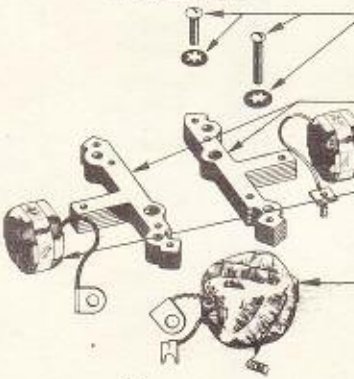
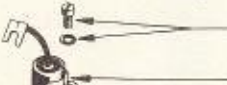






Flywheel

This flywheel is robustly constructed with the cam integral with the flywheel boss and it is unlikely to develop any faults in normal use. **A KEEPER RING IS NOT NECESSARY WHEN WITHDRAWING IT FROM THE STATOR PLATE.**

Removal. Remove the nut securing the flywheel to the shaft. If a Wipac flywheel extractor is not available and the flywheel cannot be easily withdrawn, grasp the flywheel firmly and while attempting to pull it off tap the end of the crankshaft with a mallet or lead hammer, being careful during this operation not to damage the crankshaft. When replacing the flywheel make sure metalized dust or small steel items have not been attracted onto the magnets.

THE WIPAC GROUP — BLETCHLEY — ENGLAND
TELEPHONE: BLETCHLEY 3321 TELEGRAMS: WICOMAGSCO BLETCHLEY



Parts in Exploded View	Components	Assemblies and Sets	Units
	<p>S0393 Cover Fixing Set</p> <p>S0392 Flywheel Cover Set (includes S0393)</p> <p>S0394 Flywheel Locking and Extractor Set</p>		
	<p>S0397 Core Fixing Set</p> <p>S0398 L.T. Core Set (includes S0397)</p> <p>S0399 L.T. Coil Set</p>	<p>S0400 L.T. Coil and Core Set</p>	<p>S0407 Flywheel Unit</p>
	<p>06423 Condenser Fixing Set</p>		
	<p>S0403 Contact Fixing Set</p>	<p>S0405 Condenser Set (includes 06423)</p>	
		<p>S0404 Contact Set (includes S0403)</p>	<p>S0401 Stator Plate Unit</p>
	<p>04702 Grease Pad</p>	<p>S0395 Scator Plate Assembly (includes 04702)</p>	
		<p>S0406 Terminal Block Set</p>	
		<p>S0396 L.T. Terminal Set</p>	
			<p>00552 H.T. Lead Group (8$\frac{1}{2}$)</p>

BRITISH BUILT BY THE WIPAC GROUP