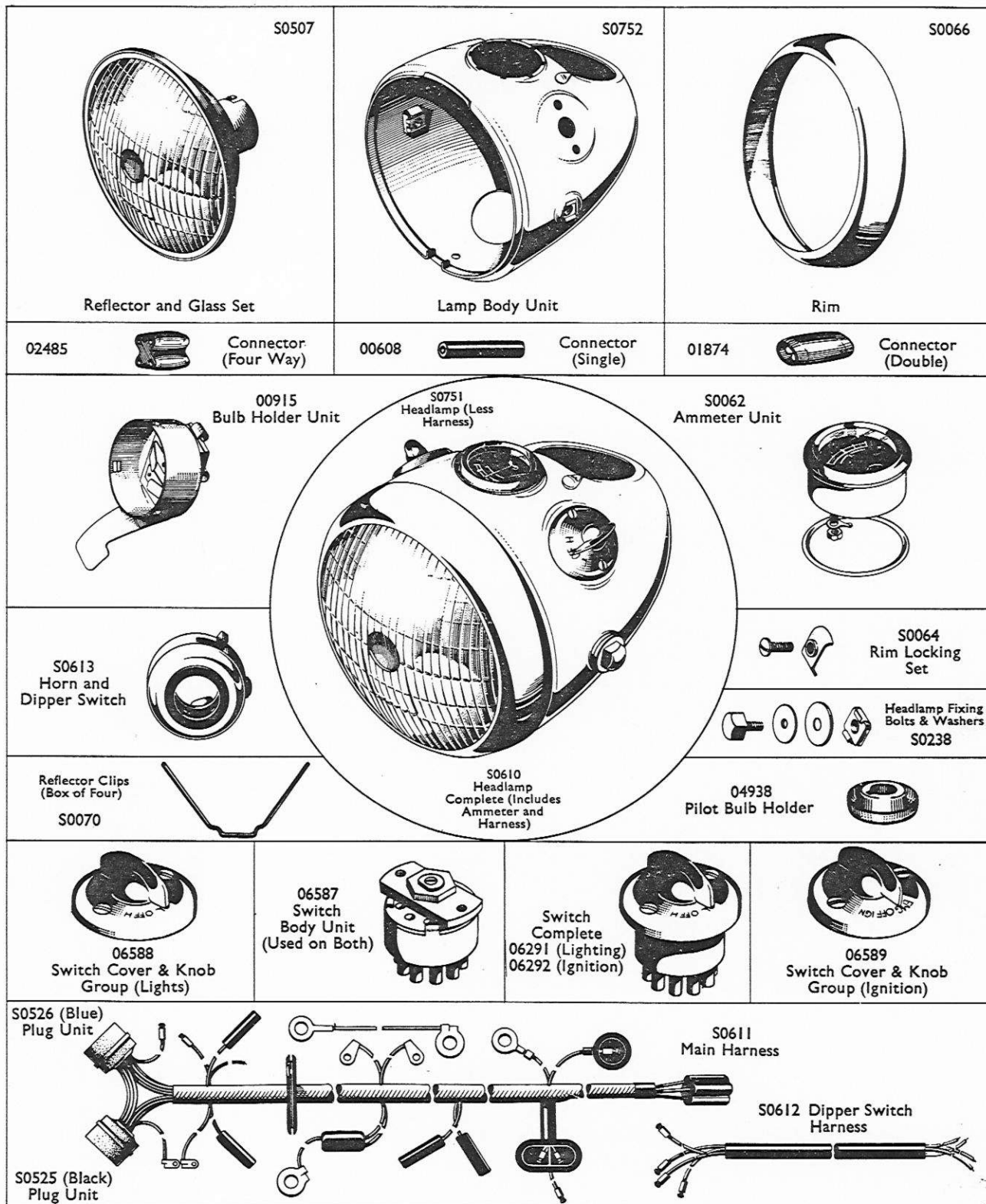


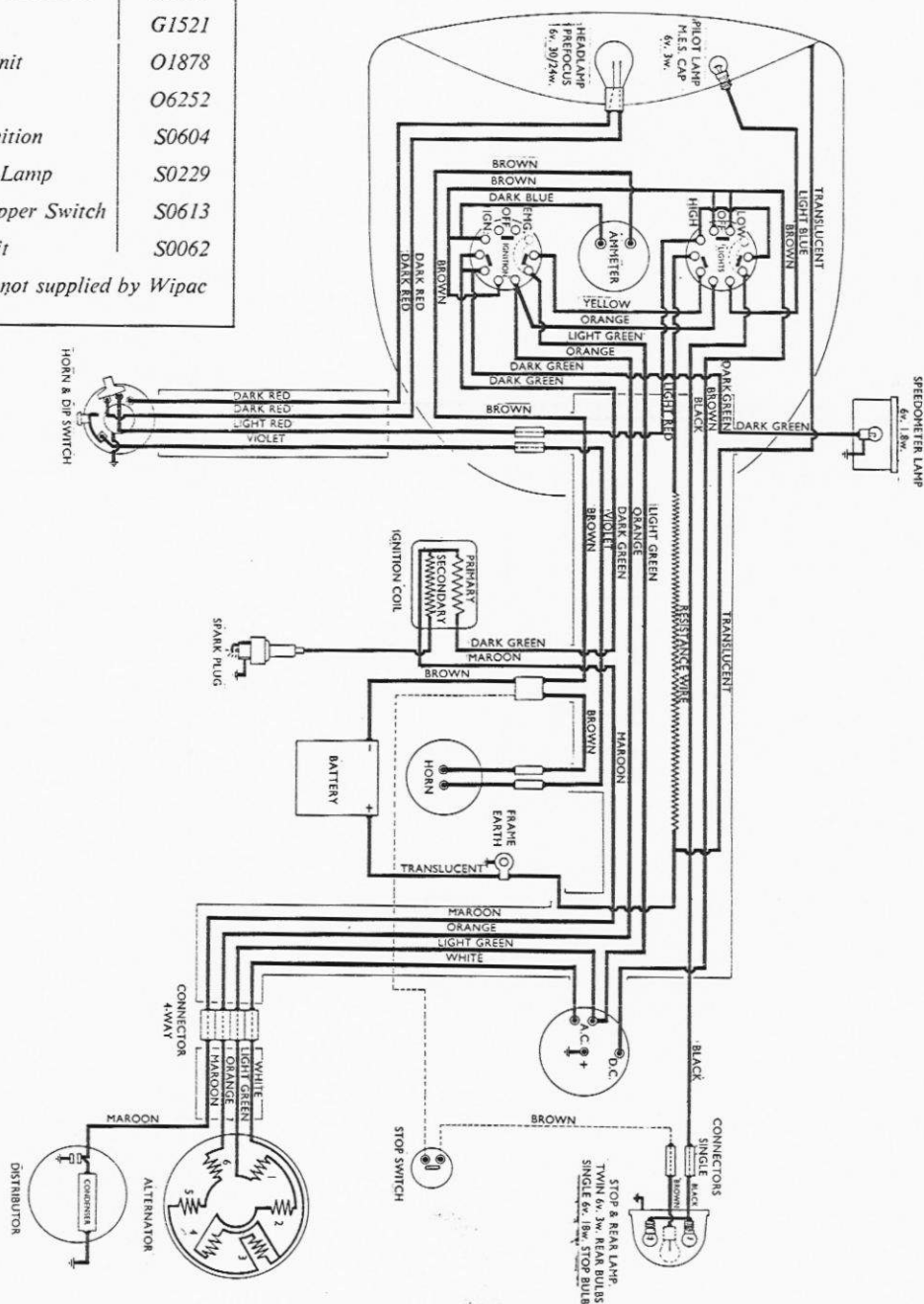


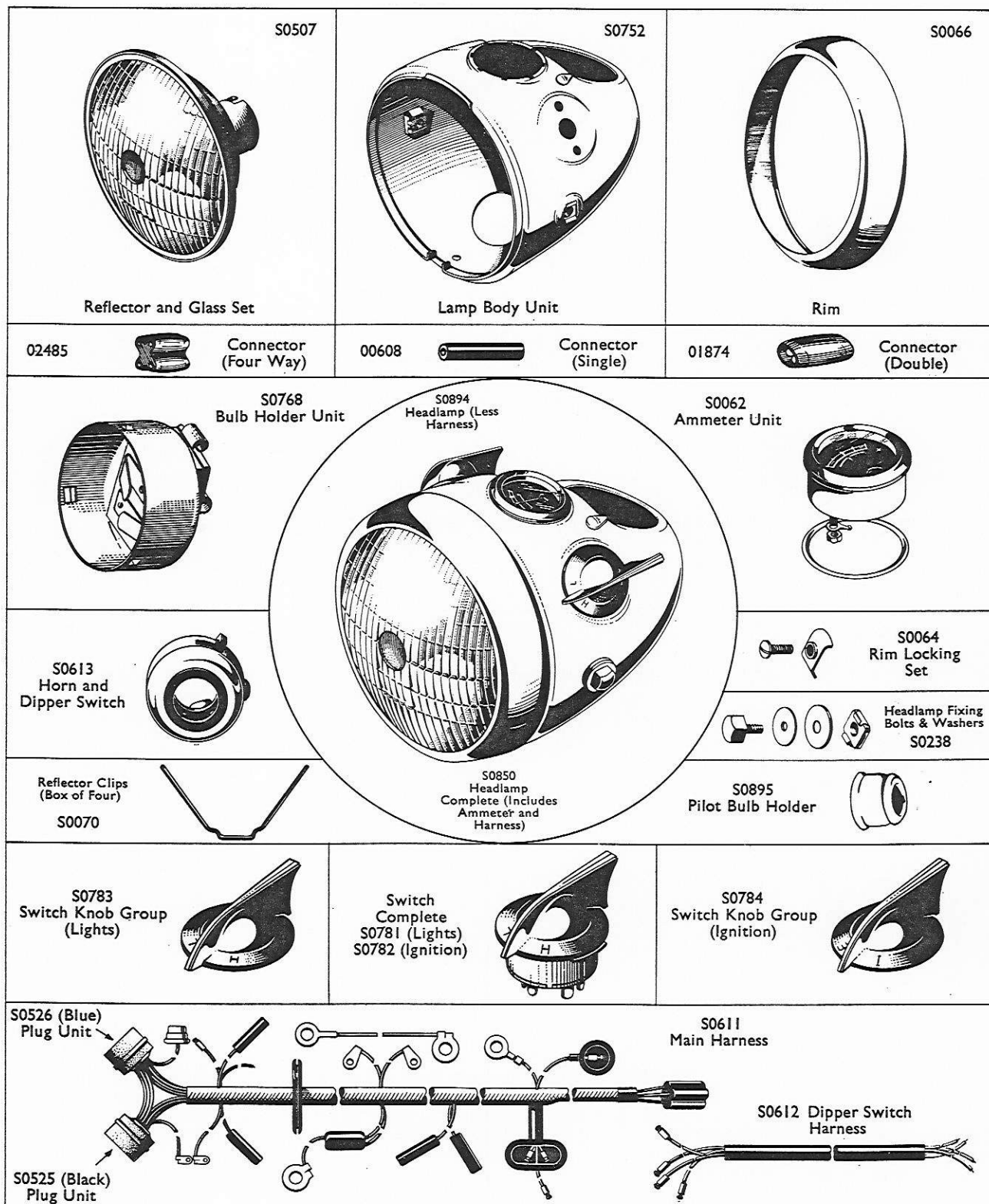
WIRING WIPAC DIAGRAM

MATCHLESS G2 and A.J.S. MODEL 14 250 c.c. O.H.V. MOTOR CYCLES MODELS PRODUCED FROM JUNE 1958 TO SEPTEMBER 1958

THE WIPAC GROUP · BLETCHLEY · ENGLAND

SPARES UNITS	PART No.
*Headlamp (less speedometer)	S0610
*Headlamp (less harness and speedometer)	S0751
Harness	S0611
Dipper Switch Harness	S0612
Alternator	G1521
Base Plate Unit	O1878
Rectifier	O6252
Coil—6v. Ignition	S0604
Stop & Rear Lamp	S0229
Horn and Dipper Switch	S0613
Ammeter Unit	S0062
*Speedometer not supplied by Wipac	



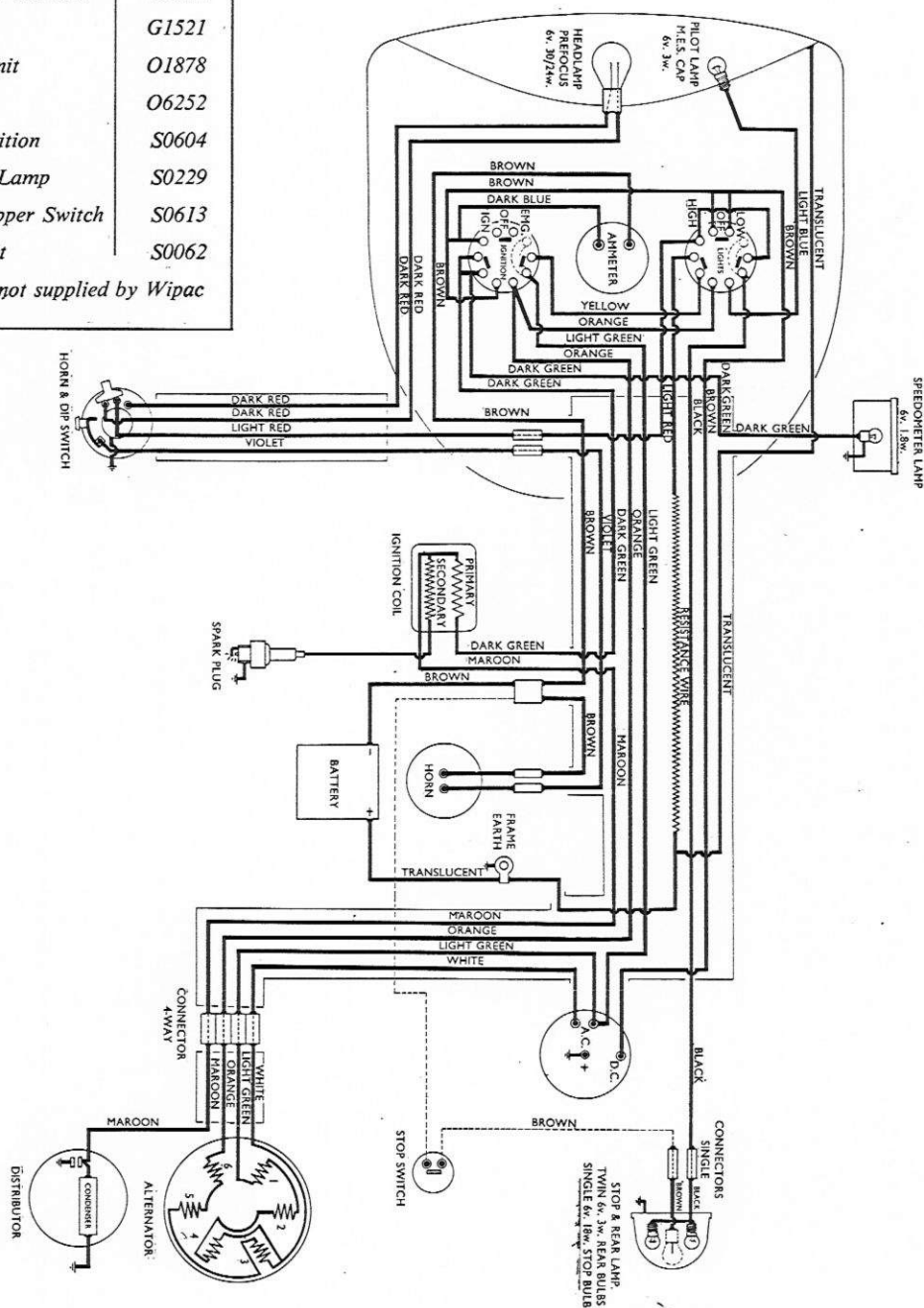


WIRING WIPAC DIAGRAM

MATCHLESS G2 and A.J.S. MODEL 14 250 c.c. O.H.V. MOTOR CYCLES MODELS PRODUCED FROM OCTOBER 1958

THE WIPAC GROUP • BLETCHLEY • ENGLAND

SPARES UNITS	PART No.
*Headlamp (less speedometer)	S0850
*Headlamp (less harness and speedometer)	S0894
Harness	S0611
Dipper Switch Harness	S0612
Alternator	G1521
Base Plate Unit	O1878
Rectifier	O6252
Coil—6v. Ignition	S0604
Stop & Rear Lamp	S0229
Horn and Dipper Switch	S0613
Ammeter Unit	S0062
*Speedometer not supplied by Wipac	

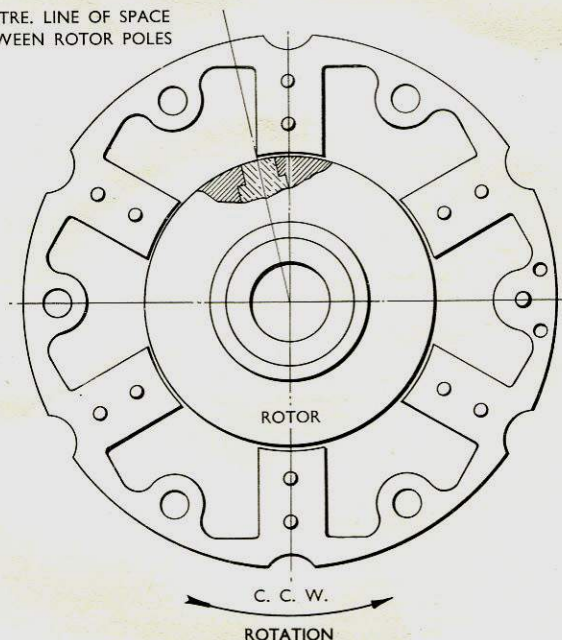


SERVICE WIPAC BULLETIN	SUBJECT		CORRECT TIMING FOR AN ALTERNATOR UNIT	
	Ref. No.	AMC 6/59	CANCELS	Nil
	AUTHORITY	E.G.W.	INSERT THIS BULLETIN INTO :-	No. 3 Manual
	DATE OF ISSUE	1.7.59		

Some users of the A.J.S., model 14CS, and Matchless, model G2CS, fitted with A.C. Ignition have experienced difficult starting and, where we have been able to investigate, we found the main cause to be due to the timing of the engine in relation to the magnetic timing of the alternator.

An explanation of the ignition system would, we feel, help the user to make satisfactory adjustments to the machine.

CENTRE. LINE OF SPACE
BETWEEN ROTOR POLES



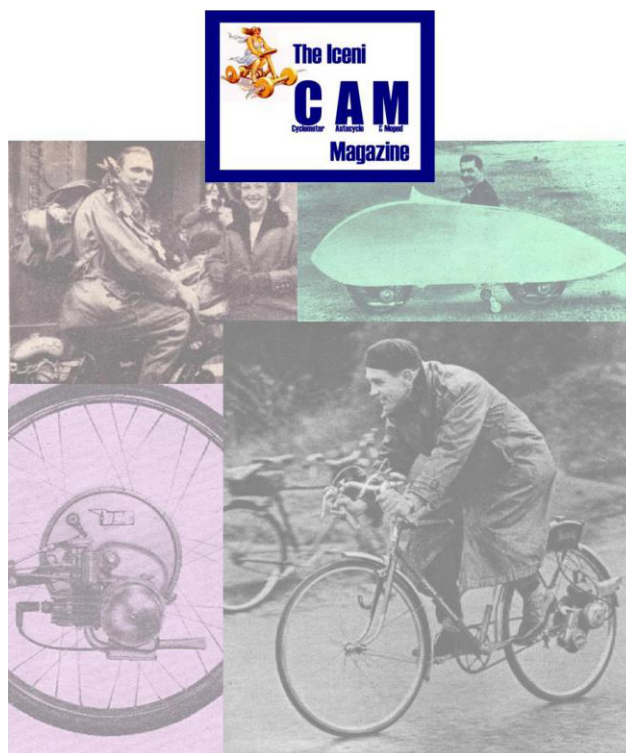
The sketch illustrates the correct position of rotor pole in relation to stator pole when contacts are just opening.

The system uses an alternator which consists of a magnetic six pole rotor rotating inside a six pole stator. On this stator there are four coils, two of which are used for direct A.C. lighting, one coil is for supplying a small charge, via the rectifier, to the battery, the fourth coil supplies the A.C. Ignition Coil.

The energy for the Ignition Coil is produced in peaks, that is the current varies from negative through zero to positive and the contacts of the breaker unit must open at the peak of either positive or negative. As the duration of the peak period is only a few degrees the Engine Manufacturer's timing of 32° B.T.D.C. must be strictly adhered to—this means that the contact breaker setting should be .018" when the points are fully open and just opening when the piston is 32° B.T.D.C. It would be possible to start and run the engine with the contact opening at 28° B.T.D.C., but at 35° B.T.D.C. bad starting and erratic running would be experienced.



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