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 $\frac{3}{16}$" away from some unpainted portion of the frame or engine. Kick-start the engine in the usual way 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.

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.

Replacement of ignition and lighting coils

First bend back coil retainer strip then release coil lead from contact breaker fixing post, then remove earth leads by removing core fixing screw. Considerable force may be necessary to remove coils from core as a fibre wedge is used to ensure a tight fit and a varnish adherent is also used to secure the lighting coil.

THIS IGNITION GENERATOR IS FITTED AS STANDARD EQUIPMENT TO THE

BERINI

MODEL M.21

MAIN DETAILS	
Wipac Type	Series 150
Engine cylinder	Single
Rotation	Clockwise
Flywheel weight	34 ozs.
Flywheel diameter	$4\frac{1}{2}$"
Ignition	Direct from magneto
Lighting	6 volt A.C. 9 watts at 2,800 r.p.m.
H.T. lead	15" (5 mm.)
Breaker point setting	.018"
Flywheel extractor	S0282

Flywheel

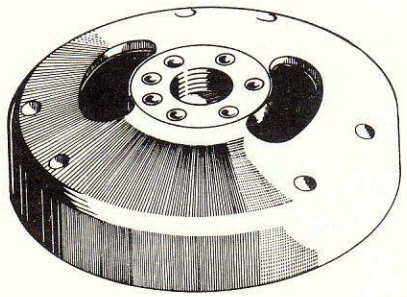
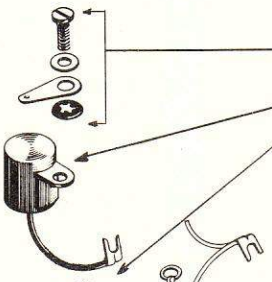
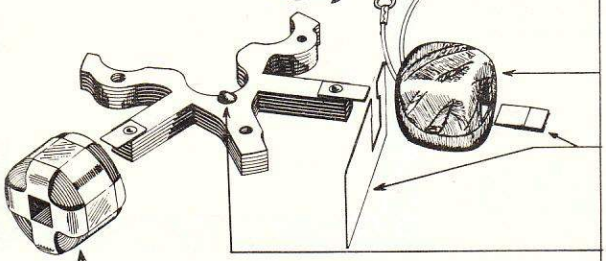
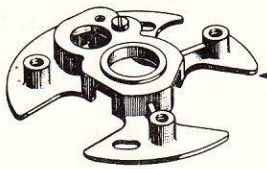
This flywheel is robustly constructed with the cam integral with the flywheel boss and it is unlikely to develop any faults in normal use. A KEEPER RING IS NOT NECESSARY WHEN WITHDRAWING IT FROM THE STATOR PLATE.

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

REF. B 1490

IG 1490 SPARE PARTS LIST

PARTS IN EXPLODED VIEW	COMPONENTS	SETS	UNITS
			S0262 Flywheel Unit
	S0277 Core Fixing Set	S0276 Condenser Group	S0337 Stator Plate Unit
	S0278 Core Set (Includes S0277)	S0374 H.T. L.T. Coil and Core Set	
	S0338 H.T. Coil Set (Includes S0373)		
	S0373 Gasket Set		
	00468 Grease Pad		
	S0340 L.T. Coil Set		
	S0339 L.T. Lead Set		
	S0054 Contact Fixing Set		
		00695 Contact Breaker Set	
		S0279 Stator Plate Assembly	
			00466 H.T. Lead Wire (15")

BRITISH BUILT BY THE WIPAC GROUP

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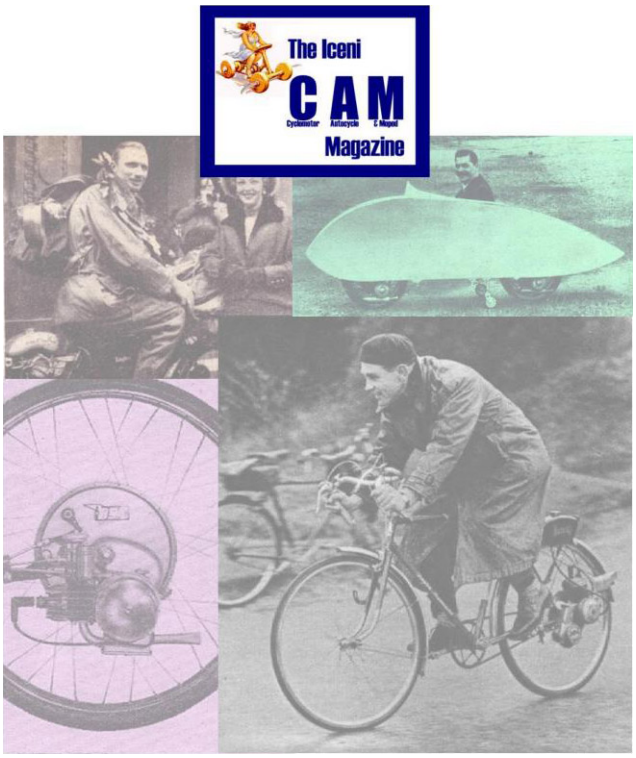

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