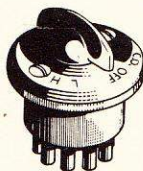


HEAD & REAR LAMP

**WIPAC**  
SPARES

# PIATTI SCOOTER (AC. lighting)

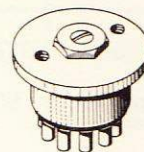
MODELS PRODUCED FROM MAY 1956



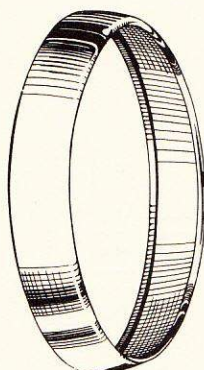
S0067 Switch Unit



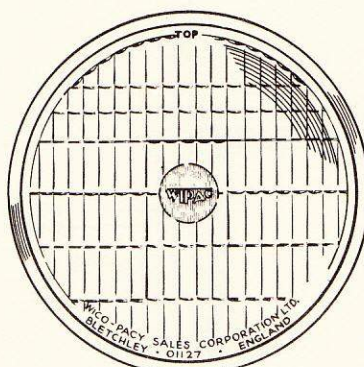
S0069 Cover & Knob Group



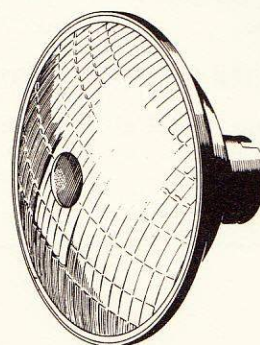
S0068 Switch Body Unit



S0066 Rim



01127 Headlamp Glass



S0507 Reflector and Glass Set



06205 Horn & Dip Switch



S0070 Reflector  
Clips (set of 4)



04938 Pilot Bulb  
Holder



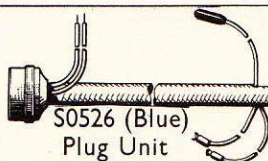
S0064 Rim  
Locking Set



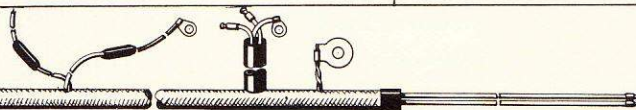
S0072 Horn & Dip Switch Harness



00915 Main Bulb  
Holder Unit



S0526 (Blue)  
Plug Unit



S0071 Main Harness



06166 Cover Unit

Cover Fixing  
Set 06250

00608  
Single  
Connector



S0046 Twin Bulb  
Rear Lamp (quote  
bulbs required)

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





# WIRING WIPAC DIAGRAM

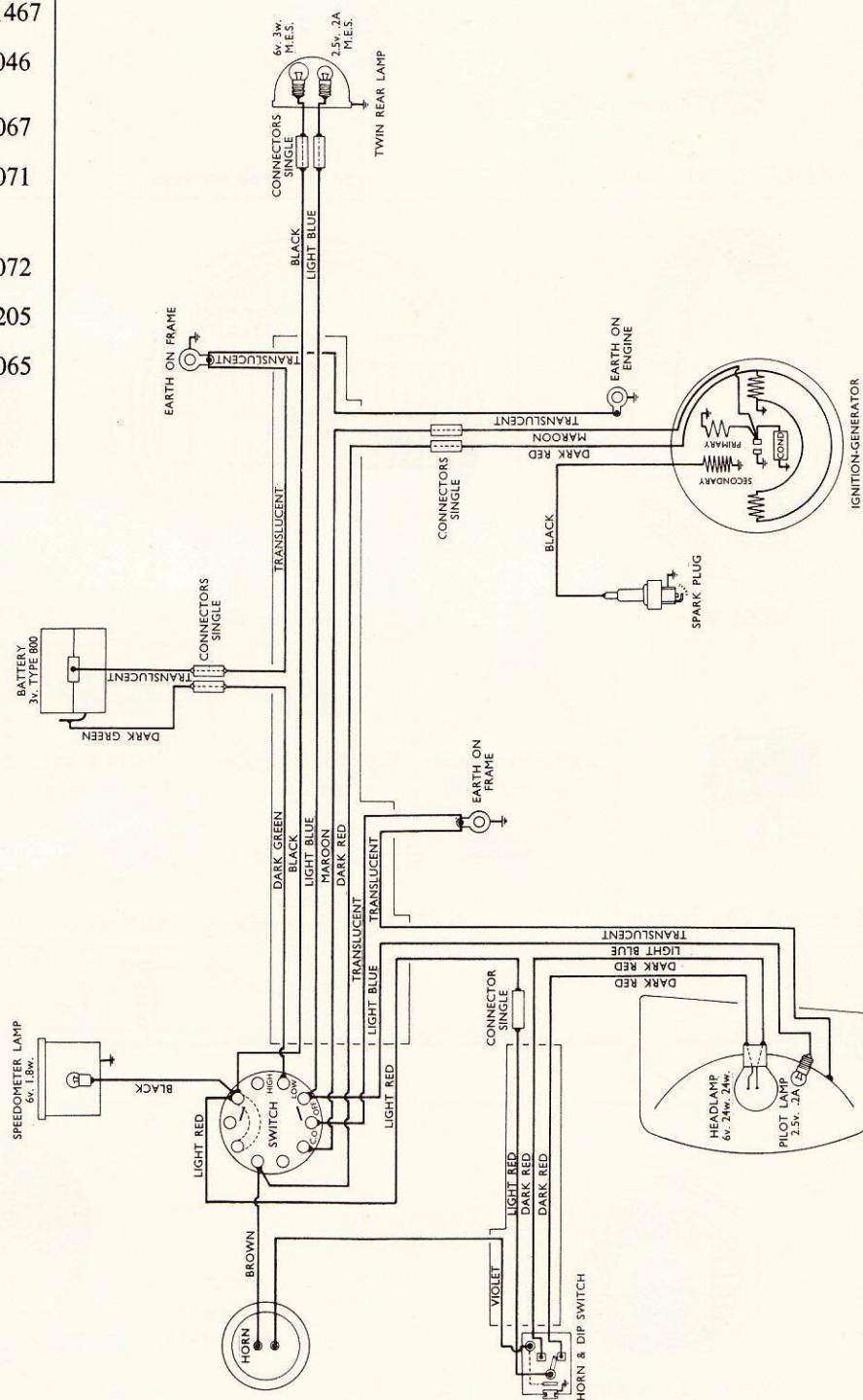
## PIATTI Scooter (A.C. Lighting)

MODELS PRODUCED FROM MAY 1956

THE WIPAC GROUP · BLETCHLEY · ENGLAND

UNITS FOR SPARES PART No.

Ignition—Generator	IG1467
Twin Rear Lamp (Quote bulbs required)	S0046
Switch Unit	S0067
Main Harness (S0072 not included)	S0071
Horn & Dip Switch Harness	S0072
Horn & Dip Switch	O6205
Headlamp Front Unit	S0065

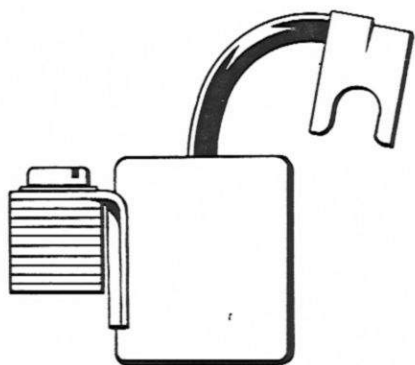


<b>SERVICE</b> <b>WIPAC</b> <b>BULLETIN</b>	SUBJECT	<b>CONDENSER CHANGE</b> on Ignition units Series 141 as fitted to <b>B.S.A., DANDY AND PIATTI SCOOTERS</b>		
	Ref. No.	1501/258	CANCELS	
	AUTHORITY	F.K.M.	INSERT THIS BULLETIN INTO :-	No. 3
	DATE OF ISSUE	FEB. 1958		

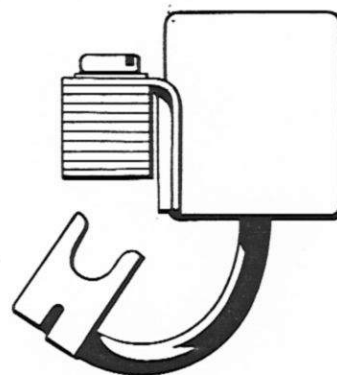
The original Condenser had the fixing bracket level with the "lead" end of the Condenser barrel. It was fitted in an upright position and so the lead to the contact block was over the core stampings.

In order to give protection to the Condenser lead, it now passes under the core stampings and so requires a Condenser with the bracket attached about two-thirds of the barrel length from the "lead" end, and affixed in the inverted position. See sketches.

Both types of Condenser are under the same part No. S0051.



*Early Type*



*Late Type*





## 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 unsolder earth leads from lead clamp. Considerable force may be necessary to remove coil from core as a fibre wedge is used to ensure a tight fit and a varnish adherent is also used to secure the lighting coils.

When refitting H.T. or L.T. coils make quite sure a good soldered connection is made as all the coils are earthed at this point.

THIS IGNITION GENERATOR IS  
FITTED AS STANDARD EQUIPMENT  
TO THE

## PIATTI SCOOTER

125 cc WITH A.C. LIGHTING

### MAIN DETAILS

Wipac Type	Series 141
Engine cylinder	Single
Rotation	Clockwise
Flywheel weight	4 lbs
Flywheel diameter	5½"
Ignition	Direct from magneto
Lighting	6 volt A.C. 28.8 watts at 2,800 r.p.m.
H.T. lead	20" (7 mm.)
Breaker point setting	.018"
Flywheel extractor	S0073
Recommended spark plug	P4

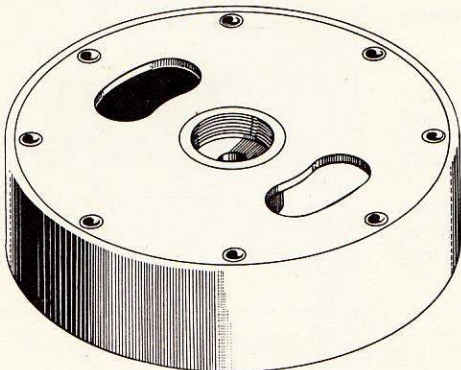
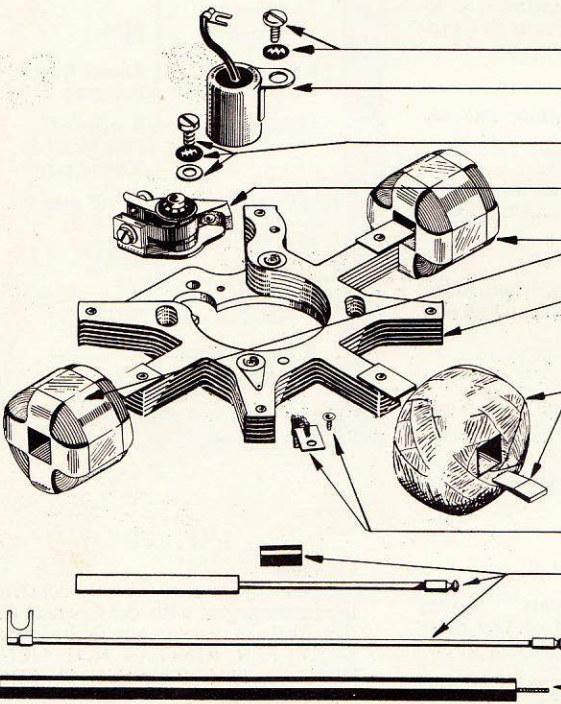
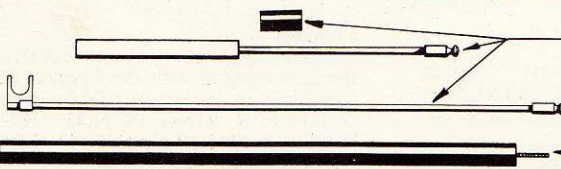
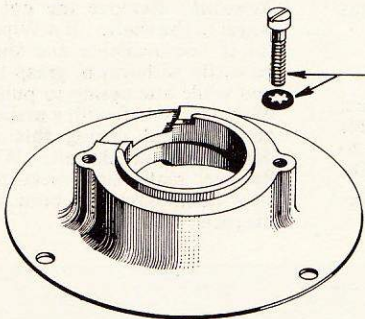
### Flywheel

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.

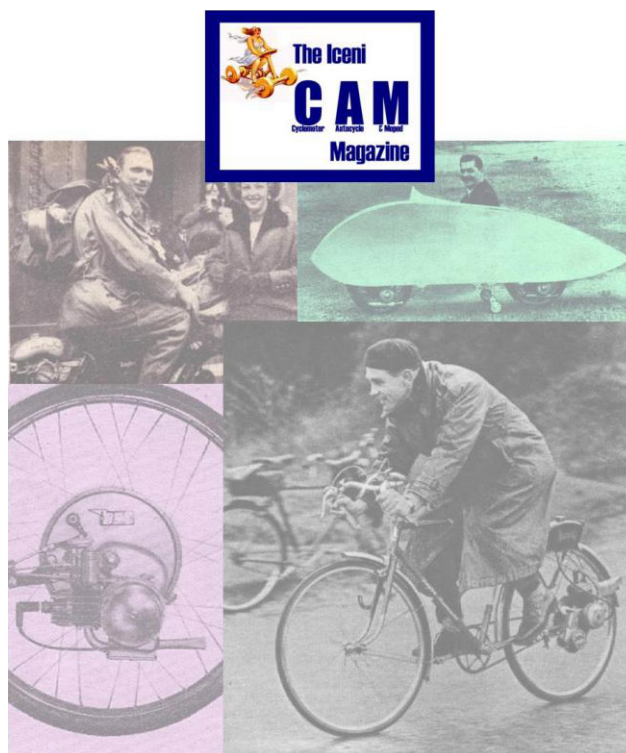
*Removal.* Remove the nut securing the flywheel to the shaft. If a Wipac flywheel extractor is not available and the flywheel cannot be easily withdrawn, grasp the flywheel firmly and while attempting to pull it off tap the end of the crankshaft with a mallet or lead hammer, being careful during this 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.





	COMPONENTS	SETS	UNITS
			S0047 Flywheel Unit (Includes Breaker Cam)
	S0052 Condenser Fixing Set	S0051 Condenser Set (Includes S0052)	S0049 Stator Unit
	S0054 Contact Breaker Fixing Set	00695 Contact Breaker Set	
	S0272 L.T. Coil Set	S0056 H.T. and L.T. Coils and Core Unit	
	S0057 Core and Plate Assembly Set (Includes S0055)		
	S0058 H.T. Coil Set		
	S0055 Grease Pad Set		
		S0061 L.T. and Earth Lead Set	
			S0059 H.T. Lead Wire (20")
	S0050 Stator Fixing Set		S0048 Back Plate Set (Includes S0050)

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