

**GENERAL MAINTENANCE AND SERVICE INSTRUCTIONS FOR THE****WIPAC****GENI-MAG****RUNNING MAINTENANCE.**

The magneto 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. (See Service Instructions.)

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.

Moisten the cam lubricating pad with a few drops of thin oil every 5,000 miles.

Do not run with a faulty or damaged high-tension lead and occasionally clean away mud and dirt from around the H.T. insulator.

If the magneto requires any attention beyond the replacement of contact points and condenser, it is recommended that the complete machine should be sent to us or to an authorised Wico service station. The following information is given for the benefit of those unable to do so:—

**SERVICE INSTRUCTIONS.****Checking the Magneto for spark.**

If the engine fails to start and there is an indication of the magneto causing trouble, the spark can be checked by holding the H.T. lead  $\frac{1}{8}$ " away from a point on the frame. When the engine is kicked over in the usual way, a spark should jump this gap. If no spark is visible, see that the H.T. lead is in good condition and examine the contact breaker. Make sure there are no metallic particles inside the housing and that the contacts are perfectly clean, and the gap is correct to the recommended setting. If the contacts are found to be in a burnt or badly pitted condition, a faulty condenser is indicated. If the contact breaker appears to be in order the stator plate may be removed from the engine complete with coils, and the leads of the ignition coil should be examined to ensure that there is no break in the wiring. One lead will be found to be joined to a tab which is clamped underneath one of the nuts which anchor the stator to the stator housing. If this is in order check the other end of the primary ignition coil which is connected to the back of the insulated post which projects into the contact breaker recess at the front of the magneto. The screw which locks this in position will be found underneath the lighting coil on the right-hand side looking at the inside of the stator housing when in its upright position. The condenser lead is also joined to this point. If both these are connected and the tabs are not earthing on the stator plate the ignition coil should be in working order. In the unlikely event of the H.T. insulation of the secondary coil breaking down, it should be possible to detect signs of charring either on the binding tape of the coil, the insulating gaskets or the H.T. insulator.

**Replacement of Coil.**

To remove the coil, the H.T. insulator which is held by two screws outside the housing must be taken off. The removal of the stator is effected by unscrewing the three clamp nuts. The stator may then be gently

eased off the three stator plate studs. Care must be taken not to jerk it, otherwise the lead which connects the lighting coils to the terminal on the stator may be broken. The live end of the primary ignition coil lead must then be disconnected from the contact breaker terminal post. In order to slide the coil from the iron limb, it is necessary to straighten the small brass tab which will be found on the side of the coil which faces the stator housing. If the coil is grasped firmly in one hand with the fingers under the insulator gaskets and on either side of the core, it may be quite easily pulled off. To refit the ignition coil proceed as follows:—

- (a) Hold the coil in the left hand with the brass contact pointing away from the line of vision and the lead wires projecting downwards from the underside, and drop the leads through the rectangular hole in the two insulating gaskets, the extended end of which must point in the same direction as the coil tab.
- (b) With the other hand push the coil core through the coil making sure that the brass locking tab riveted to the iron is on the same side as the coil contact. Drive the fibre wedge provided in between the core and the coil on the same side as the locking tab and bend over the tab.
- (c) Connect up the sleeved lead to the terminal post placing the other parts in the following order:—  
Screw, shake-proof washer, condenser tab, coil lead tab, thick metal washer and insulating washer.

Then holding the outer end of the contact breaker terminal post in the square hole, with the finger of the other hand, drop the screw complete with washers into the round recess at the inner end of the square hole and drive the screw home.

- (d) Finally, bend both tabs slightly upwards to ensure that they do not make contact with the metal housing, screw down the stator anchoring the

lighting and ignition coil earthing leads under the clamp nuts making sure at the same time that the coil insulator gaskets are bent upwards towards the H.T. insulator hole in the stator housing.

- (e) Make sure that all tabs are clean and all clamped connections are tight, and before lowering the stator see that none of the coil leads become clamped in between the stator and the housing.

**IMPORTANT:** Bend in all stray loops of wire to behind the radius of the stator and push down the condenser wire into the well of the stator housing to ensure that they do not foul the rim of the flywheel. The flywheel rim reaches to within about  $\frac{1}{8}$ " of the head of the insulated lighting terminal stud, and it is important to see that the live wire which is soldered to it is pushed down to well below this level.

- (f) Re-fit the H.T. insulator.

#### **Removal of Condenser.**

To change the condenser it is necessary to lift the stator as before described, and disconnect the lead from the terminal post and unscrew the clamp nut which is located on the contact breaker cover spring post. When replacing, make sure that the condenser lead is pushed down as far as possible into the well formed by the stator housing otherwise there is a danger of the flywheel rubbing and possibly severing it.

#### **Adjustment and replacement of Breaker Points.**

The only adjustable part of the magneto is the breaker plate which provides for the setting of the breaker points.

To set these points proceed as follows:—

- Turn the engine over until the breaker points are fully open and insert the feeler gauge. Slacken off the locking screw which is to be found immediately above the points and if the gauge is tight rotate the eccentric adjuster in an anti-clockwise direction until the correct setting of .015" is obtained. Tighten up the adjusting screw.

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

The moving contact is integral with the breaker arm. If the points need replacement it is recommended that both fixed and movable points be replaced at the same time.

The breaker arm bearing is of the self-lubricating type and it is only necessary to lightly prime the pivot pin with oil or soft grease when assembling. Care must be taken to put in the correct number of thin spacing washers behind the breaker arm, in order to bring the contacts in line with one another. The end

of the contact breaker spring is then anchored to the terminal post with a screw and shakeproof washer. Place one of the spacing washers over the pivot on the outer side of the breaker arm and insert the spring clip in its groove.

#### **The Lighting Coils.**

In the unlikely event of any fault developing with these coils, the removal and replacement of them is a simple operation and may be performed without disturbing the ignition coil. The windings are in series and are made up in pairs complete with earthing tab and insulated terminal screw. To remove the lighting coils, take off the H.T. insulator and unscrew the three stator clamp nuts. Take out the insulated terminal screw which projects from one of the cavities on the face of the stator plate. Straighten with a pair of pliers the two outer laminations on each coil core, which are bent outwards to hold the coils in position, and slide off the coil formers after slightly raising the stator on the studs in the stator plate. Replace in the following order:—

With the coil which carries the insulated terminal screw on the side nearest to the screw hole in the stator housing, and the slotted flanges of the two coil formers pointing towards the centre of the stator and the slots downwards, slide the two coils on to their cores. Insert the fibre wedges provided into the arc formed between the cores and the coil formers, and bend out the two outer laminations on each leg, taking care not to split the bakelite former on which one of the coils is wound. Push down the stator on to its locating spigot. See that neither the ignition leads nor the lighting coil leads become clamped between the flange at the base of the spigot and the stator. Re-assemble the insulated terminal screw into the stator housing. Finally, tighten up the clamp nuts, with the tabs in position and push any wire loops well back behind the working faces of the stator legs to prevent them from fouling the flywheel.

#### **The Flywheel.**

The robust construction of the flywheel reduces the possibility of any faults on this unit to a minimum. The three powerful magnet inserts are cast in the rim of the wheel and it is not possible to demagnetise them by ordinary usage. No keepers are necessary when the magneto housing and stator are removed. The boss of the flywheel is located on the crankshaft by a keyed taper and locked by a nut and shakeproof washer. It is unnecessary to remove the flywheel unless at any time the engine has to be dismantled. A thread cut on the outside of the flywheel boss enables the wheel to be removed by use of a special extractor. When replacing, the flywheel must be perfectly clean inside and outside.

FOR THE **WIPAC** GENIMAG

## FLYWHEEL IGNITION GENERATOR

### RUNNING MAINTENANCE

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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 oil 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.

Do not run with a faulty or damaged high-tension lead and occasionally clean away mud and dirt from around the H.T. insulator.

If the magneto requires any attention beyond the replacement of contact points and condenser, it is recommended that the complete machine should be sent to us or to an authorised Wico service station. The following information is given for the benefit of those unable to do so:—

### GENERAL MAINTENANCE

#### Checking the Magneto for spark

If the engine fails to start and there is an indication of the magneto causing trouble, the spark can be checked by holding the H.T. lead  $\frac{3}{16}$ " away from a point on the frame. When the engine is kicked over in the usual way, a spark should jump this gap. If no spark is visible, see that the H.T. lead is in good condition and examine the contact breaker. Make sure there are no metallic particles inside the housing and that the contacts are perfectly clean, and the gap is correct to the recommended setting. If the contacts are found to be in a burnt or badly pitted condition, a faulty condenser is indicated. If the contact breaker appears to be in order the stator plate may be removed from the engine complete with coils, and the leads of the ignition coil should be examined to ensure that there is no break in the wiring. One lead will be found to be joined to a tab which is clamped underneath one of the nuts which anchor the stator to the stator housing. If this is in order check the other end of the primary ignition coil which is connected to the back of the insulated post which projects into the contact breaker recess at the front of the magneto. The screw which locks this in position will be found underneath the lighting coil on the right-hand side looking at the inside of the stator housing when in its upright position. The condenser lead is also joined to this point. If both these are connected and the tabs are not earthing on the stator plate the ignition coil should be in working order. In the unlikely event of the H.T. insulation of the secondary coil breaking down, it should be possible to detect signs of charring either on the binding tape of the coil, the insulating gaskets or the H.T. insulator.

#### Replacement of Coil

To remove the coil, the H.T. insulator which is held by two screws outside the housing must be taken off. The removal of the stator is effected by unscrewing the three clamp nuts. The stator may then be gently eased off the three stator plate studs. Care must be taken not to jerk it, otherwise the lead which connects the lighting coils to the terminal on the stator may be broken. The live end of the primary ignition coil lead must then be disconnected from the contact breaker terminal post. In order to slide the coil from the iron limb, it is necessary to straighten the small brass tab which will be found on the side of the coil which faces the stator housing. If the coil is grasped firmly in one hand with the fingers under the insulator gaskets and on either side of the core, it may be quite easily pulled off. To refit the ignition coil proceed as follows:—

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- (b) With the other hand push the coil core through the coil making sure that the brass locking tab riveted to the iron is on the same side as the coil contact. Drive the fibre wedge provided in between the core and the coil on the same side as the locking tab and bend over the tab.

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# SERVICE INSTRUCTIONS

- (c) Connect up the sleeved lead to the terminal post placing the other parts in the following order :—  
Screw, shake-proof washer, condenser tab, coil lead tab, thick metal washer and insulating washer.

Then holding the outer end of the contact breaker terminal post in the square hole, with the finger of the other hand, drop the screw complete with washers into the round recess at the inner end of the square hole and drive the screw home.

- (d) Finally, bend both tabs slightly upwards to ensure that they do not make contact with the metal housing, screw down the stator anchoring the lighting and ignition coil earthing leads under the clamp nuts making sure at the same time that the coil insulator gaskets are bent upwards towards the H.T. insulator hole in the stator housing.
- (e) Make sure that all tabs are clean and all clamped connections are tight, and before lowering the stator see that none of the coil leads become clamped in between the stator and the housing.

**IMPORTANT :** Bend in all stray loops of wire to behind the radius of the stator and push down the condenser wire into the well of the stator housing to ensure that they do not foul the rim of the flywheel. The flywheel rim reaches to within about  $\frac{1}{16}$ " of the head of the insulated lighting terminal stud, and it is important to see that the live wire which is soldered to it is pushed down to well below this level.

- (f) Refit the H.T. insulator.

## Removal of Condenser

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## The Flywheel

The robust construction of the flywheel reduces the possibility of any faults on this unit to a minimum. The three powerful magnet inserts are cast in the rim of the wheel and it is not possible to demagnetise them by ordinary usage. No keepers are necessary when the magneto housing and stator are removed. The boss of the flywheel is located on the crankshaft by a keyed taper and locked by a nut and shakeproof washer. It is unnecessary to remove the flywheel unless at any time the engine has to be dismantled. A thread cut on the outside of the flywheel boss enables the wheel to be removed by use of a special extractor. When replacing, the flywheel must be perfectly clean inside and outside.

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# WIPAC SERVICE BULLETIN

## 27-WATT GENIMAG—NON INTERCHANGEABILITY OF FLYWHEELS



Fig. 1

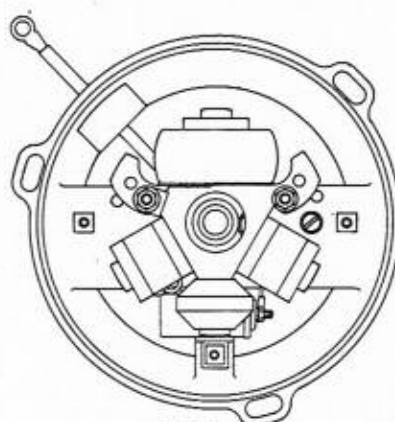


Fig. 2

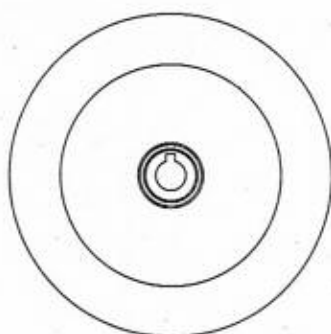


Fig. 3

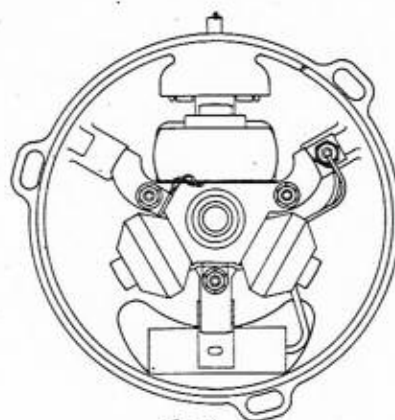


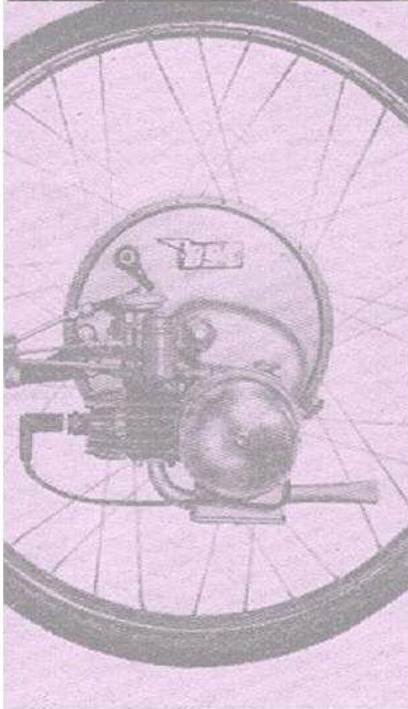
Fig. 4

The 27-watt Genimag (figs. 3 & 4), which was purely an AC unit, has now been superseded by the S55/Mk.8 Ignition Generator (figs. 1 & 2), which unit has been designed to give either AC lighting direct or DC charging through a rectifier.

As the new unit incorporates extra magnets in the Flywheel all users should make careful note of the fact that although similar in appearance the Flywheels of the two units are not interchangeable. The Flywheel of the new S55/Mk.8 Ignition Generator can easily be identified because it is clearly marked 'WIPAC AC/DC', (Fig. 1).

Great care must be taken to use the correct Flywheel with its appropriate Stator Plate, as if the new type Flywheel (Fig. 1), is used with the old type Stator Plate, (Fig. 4), trouble will be experienced with lamps blowing, and alternatively, if the new type Stator Plate, (Fig. 2), is used with the old type Flywheel, (Fig. 3), insufficient lighting output will be obtained.

# IceniCAM Information Service



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