SERVICE WIPAC BULLETIN	SUBJECT	SPARK PLUG "WHISKERING"		
	Ref. No.	SP.21	CANCELS	—
	AUTHORITY	F.K.M.	INSERT THIS BULLETIN INTO :-	No. 3 MANUAL (TECHNICAL)
	DATE OF ISSUE	NOV. '55		

This particular phenomenon is the formation of a fine bridge of conducting material across the plug points which shorts out the plug. It is usually found on plugs in two-stroke engines and is believed to be formed principally from additives in the fuel and lubricating oil. The incidence of " whiskering " has increased considerably since both fuels and oils become adulterated to improve their general performance.

To cure whiskering, or at least diminish the frequency of its occurrence, the following remedies may be employed.

1. Reduce exhaust back pressure, by cleaning out the silencer and pipes.
2. Ensure that the mixture is not too weak.
3. Fit suppressor—5,000 ohms value, or higher, up to 15,000 ohms.
4. Use lubricating oil specially advised for two-strokes.
5. Change grade of petrol used.
6. Fit next harder grade plug.
7. Change shape of plug electrodes as below.

Normal

Change 1

Change 2

NOTE: Plug electrode arrangements 1 and 2 will give improved starting and tick-over on four-stroke engines as well.

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

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SERVICE WIPAC BULLETIN	SUBJECT	RUBBER COVERED BULLET TERMINAL CONNECTORS.		
	Ref. No.	157	CANCELS	NIL
	AUTHORITY	F.K.M.	INSERT THIS BULLETIN INTO :-	No. 3.
	DATE OF ISSUE	20.1.57		

RUBBER COVERED BULLET TERMINAL CONNECTORS.

You are no doubt familiar with the rubber connectors used on motor cycles with our equipment for connecting up the various circuits. They are made single-way, two-way, three-way and five-way.

Motor cycle dealers report that it is very difficult to push in the bullet connectors, and even more difficult to pull them out. We suggest that you advise them to purchase special pliers for the pushing in part of the operation, which are made by the Ripaults Cable Company, priced about 4s. 0d.

For the pulling out part, we can only suggest that where they are very tight, the rubber part of the connector should be cut away, when the bullet ends will be exposed, and can be forced out by means of a screwdriver blade. This, of course, destroys the connector, but we would like to explain that these connectors should not be re-used in any case, and new ones should be fitted should a dis-connection be necessary.

It is, therefore, wise to suggest that your dealers carry a reasonable stock of the connectors for this purpose.

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SERVICE WIPAC BULLETIN	SUBJECT	SNAP CONNECTORS		
	Ref. No.	2327	CANCELS	Nil
	AUTHORITY	F.K.M.	INSERT THIS BULLETIN INTO :-	Nos. 2 & 3. Manual
	DATE OF ISSUE	Feb.1957		

SNAP CONNECTORS.

A number of Motorcycle dealers have raised the question of the difficulty in connecting and disconnecting the bullet type plug terminals from rubber covered metal sockets, which are used in the wiring circuits of Wipac equipment.

Here is the information required which please pass on to the customers staff members concerned:

PULLING OUT.

Grip the insulation of the wire close to the end of the connect about half way along the blades of a pair of ROUND NOSE PLIERS. Then turn the pliers with a circular motion so that one of the blades presses on the end of the rubber forming a lever fulcrum. This will easily withdraw the bullet from its socket.

PUTTING BACK.

Use special split nose pliers made by the RIPAULTS CABLE people (cost about 4/-d.) The action of these is too obvious to need explanation.

NOTE.

The female rubber covered socket portion should not be re-used too often. Frequent removal of the male bullet reduces the contact pressure, and therefore the female portion should be renewed.

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SERVICE WIPAC BULLETIN	SUBJECT	OXIDISATION OF CONTACT POINTS		
	Ref. No.	2355	CANCELS	1355
	AUTHORITY	F.K.M.	INSERT THIS BULLETIN INTO:-	NOS. 1 AND 2 MANUALS.
	DATE OF ISSUE	JUNE 1955		

Most modern magnetos are fitted with tungsten contact points. If magnetos fitted with these points are stored for long periods without use, more particularly under damp or moist conditions, there is a tendency for the contacts to oxidise, with the result that the magneto fails to spark. In order to prevent this happening the contacts of all Wico and Wipac magnetos are treated with a special corrosion resisting material before they leave the works, but if the magneto has been operating to storage, (say on engine test), it is possible that this protection will be removed. If, therefore, a new magneto fails to spark after storage, corrosion of the contact points will be the probable cause. This is easily overcome by wiping the contac with a wet rag, making certain at the same time that no fluff from the rag is left between the contacts.

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TELEPHONE: BLETCHLEY 3321 TELEGRAMS: WICOMAGSCO BLETCHLEY

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SERVICE WIPAC BULLETIN	SUBJECT	WIPAC SERVICE TOOLS, EXTRACTORS ETC.		
	Ref. No.	557/T	CANCELS	125/4
	AUTHORITY	F.K.M.	INSERT THIS BULLETIN INTO :-	No. 3 TECHNICAL MANUAL
	DATE OF ISSUE	15.5.57.		

WIPAC SERVICE TOOLS.

PART NO.	SERIES	DESCRIPTION	PRICE £. s. d.
MA383	A 73 55	Fixed Contact Setting Tool.	2. 10. 0.
06519	CJ1	(2 Peg) Condenser Tool Late Type	3. 0.
00146	CJ1	(3 Peg) Condenser Tool Late Type	3. 6.
00562	55	Flywheel Extractor	5. 0.
00586	BANT 90	(3 Screws) Flywheel Extractor (3BA) Early Type	5. 0.
00494	90	(4 Screws) Flywheel Extractor (2BA) Late Type	5. 0.
S0075	90	(3 Screws) Flywheel Extractor (2BA) (TROJAN)	5. 0.
02100	C.10.L. Colt	Ignition & Lighting Switch Main Nut Spanner	5. 0.
06508	C.10.L. Colt	Auto Advance Plate Extractor Tool	5. 0.
S0073	141	Flywheel Extractor (PIATTI)	5. 0.
S0282	150	Flywheel Extractor (BERINI) short shaft.	5. 0.
S0502	150	Flywheel Extractor (KELSTON) long shaft	5. 0.

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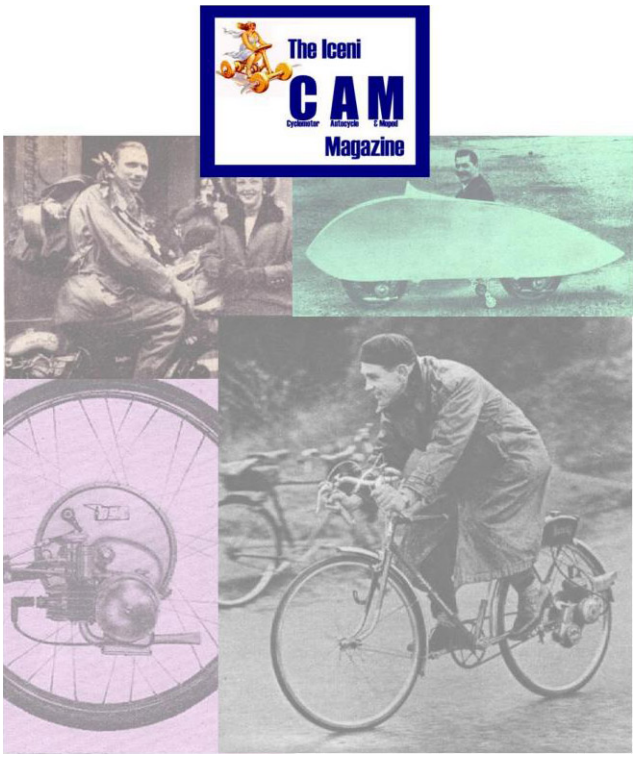

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