

The rocking of the movable part is obtained by means of two segments intergral with the body of the magneto. These segments obstructing the course followed by the movable part in its rotation, cause it to rock. They are arranged in such a way that this movements take place at the precise moment when the primary current is most intense. The rocking of the movable part at this moment separates the platinum contacts abruptly, and thus breaks the primary current at the moment when the extra break current produced is at its maximum strength. The result is the production of a secondary current at a very high tension and it is this current, led to the sparking plugs, which causes the explosion of the carburetted gases contained in the cylinders.

As the break must be sharp and of very short duration, the movable part of the device must be brought back very quickly, - this is ensured by a small flat spring F, - and the platinum screws B and D must be separated by as small a space as possible ; moreover, their contact must be perfect.

These properties of the make and break device become weak in course of time, and their existence must therefore be verified and their original qualities restored by menas of the following adjustments :

#### **a) UPKEEP AND ADJUSTMENT OF THE PLATINUM SCREWS**

If the contact faces become carnished, clean these faces with petrol ; if they make a bad contact, but only in this case, clean them with a very soft file. After this, verify by means of the special thickness gauge on the magneto spanner that the maximum distance between them does not exceed the thickness of this gauge, that is to say, 3/10ths of a milimetre. If the difference is otherwise, put it right by screwing or unscrewing the contact D after having unlocked the lock-nut G which keeps it in position. Having made the adjustment, relock the whole.

#### **b) REACTION SPRING.**

The flat spring F which makes the rocking piece react may have weakened. In this case replace it by a new spring.

Carefully prevent all traces of oil in the make and break device and from time to time, after removing it from the magneto with the base which holds it, clean it with petrol.

This mechanism requires little upkeep. If it is given the few minutes attention it requires, one may be sure that the time will not be wasted and that the regularity in the running will be the better for it.

#### **c) DISMOUNTING THE MAKE AND BREAK DIVECE.**

1<sup>st</sup> Take off the cover ; remove the part H on which are mounted the two segments E. Then by means of the special magneto spanner, take out the retaining screw which secures the base plate of the make and break device to the armature of the magneto ; when this screw is ..... taken out by hand.