

It is only on very rare occasions that the make and break device has to be detached ; for ordinary adjustments and inspections it is sufficient to remove the cover A (fig. 8, diagram of the ignition).

2 Timing the ignition.

This timing which is to ensure that the spark in the cylinders jumps at the most opportune moment, is described at the end of the following paragraph referring to the adjustment of the engine.

3 Adjustment of the plugs.

The distance between the points of the plugs must be 0 m/m 4. The spark of the magneto, being very hot, burns the points of the plugs and consequently increases the distance between them. It is therefore necessary to adjust them when worn.

Too great a distance between the points would render the starting of the engine difficult.

4 Upkeep of the electric contacts.

Carefully avoid any greasy deposit on the surfaces in contact. From time to time examine the conditions of the carbon brushes and commutators.

N.B. - In case of a break-down, first examine the distance between the points of the plugs and then the make and break device.

A very simple method of conducting the examination is as follows :

Put the magneto spanner on the contact plate D (fig. 8) and place one end of it about 1 m/m from the magnet.

Then make the magneto revolve. Sparks will jump between the magneto spanner and the magnet.

If these sparks follow one another regularly, it means that either the distributor B or the plug wires, or the plugs themselves are defective.

If the sparks do not follow at regular intervals it is the magneto itself that is working badly, in which case this latter must be tested as explained above.

If the ignition remains defective, although the make and break device is correctly adjusted, return the magneto to our agents.

ENGINE

As will be shown later on, the proper working of the engine depends largely on the proper working of the magneto.

Besides the adjustment of the various functions of the engine in relation to each other, a detailed description of which is given at the end of this paragraph and which is always the consequence of completely dismantling the mechanism, an operation which can only be effected in our garages, the parts it may occasionally be necessary to dismount and

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