

Screw them nearer with the special spanner supplied with the magneto, and in accordance with the instructions in chapter II, Part II.

*The magneto may be incorrectly timed.* The spark does not jump at the right

moment ; test it and adjust it as described in chapter II of part II in the paragraph :  
“Adjusting the functions of the engine.”

Defect in the contact of the platinum screws. In chapter II of part II are given the precautions to be taken for ensuring the correct working of these parts. If the reaction spring of the break lever has weakened , replace it.

*Jamming of pirol spindle K, of the rocking lever C of the make and break device (fig.8, Make and break device.)* Clean it with emery cloth or file it very gently.

*Breaking of one of the carbon brushes :* renew it.

*Short circuit on the earth wire ;* this can be ascertained by removing this wire from the earth nut of the magneto.

### **Overheating of the engine.**

See that there is the right level of water in the radiator and that the pump is working properly. Also ascertain that the oil pipes are not choked.

### **2<sup>nd</sup>. CARBURETTOR**

#### **Excess of petrol.**

Black smoke at the exhaust shows this excess. The float is working badly ; it is pierced and must be soldered, or else the needle of the level chamber of the carburettor does not close the petrol inlet ; inspection and cleaning are necessary. The needle must sometimes also be ground, straightened or renewed.

#### **Insufficient petrol.**

If when pressing on the needle of the float, the petrol does not spurt out almost at once through the cover of same, it shows that it is not at the right level.

The point of obstruction must be found ; generally in a bend, a choke, or in a lap.

A plug screw under the carburettor allows of emptying same.

The jet must also be seen to. To clean same, simply blow into it, but never attempt to pass anything hard through it, such as a pin, wire etc., that might alter the opening of the jet.

### **3<sup>rd</sup>. HEATING OF A BEARING OR A PART.**

This heating may be due to non-oiling or to the oil not being sufficiently lubricative in quality.

