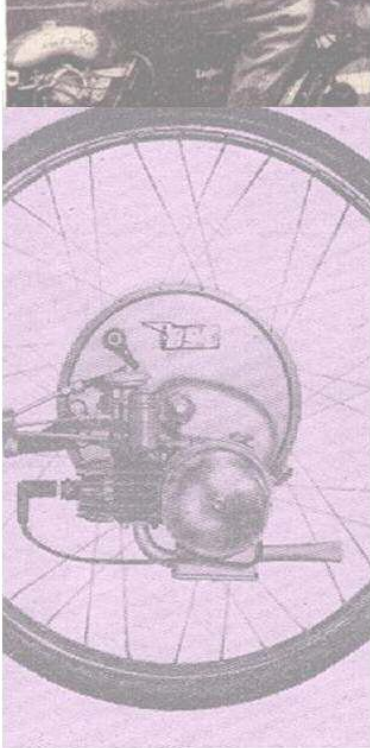


IceniCAM Information Service



www.icenicam.org.uk

LIGHTING COIL MAGNETO DATA SHEET

This Power Pak Bicycle Motor is fitted with a new type of Magneto incorporating a lighting coil which will supply you with ample power for both head and tail lamps.

RECOMMENDED BULBS.

Front Lamp 6 volt 6 watt 1.0 amp. (Bayonet or Screw type fitting).

Rear Lamp 6 volt 1.8 watt 0.3 amp. (Screw type fitting only)

If you are unable to obtain these bulbs please communicate with us.

NOTE:

In order to prolong the life of the bulb, the Rear Lamp should NOT be fitted to any part of the motor (e.g. Lifting Handle) and should be fitted to the bicycle frame or the rear mudguard. The Rear Number Plate also should not be fitted directly to the Motor if it has a built in Rear Lamp. The rear mudguard should be used as described in the Instruction Book.

FITTING.

Protruding from the back of the Magneto you will find a short lead (C) with a rubber sleeve (B), at the end of which is a small metal grommet. This grommet should be removed and fitted to the cycle lamp lead and then pressed well home into the rubber sleeve, thus forming a perfect connection. If an earth lead is provided with the cycle lamp set, this should be attached to any part of the Motor (i.e. the Back Plate Securing Nut (A.Fig.1). If an earth wire is not provided it should not be necessary to use one.

However, if the lights are dull or intermittent, an earth wire may be connected from the Engine (i.e. the Back Plate Securing Nut) to the bicycle frame (i.e. the seat pillar bolt).

SERVICE.

General service is carried out as per the Instruction Book with slight modifications, which we give you hereunder.

CHECKING THE POINTS GAP.

Turn the Flywheel (D) until the words "Set Contact .018" are at 10 o'clock. The Contact Breaker Points will now be visible at the lower end of this inspection slot and are now in their fully open position and ready for checking. Note: The Gap should be set at .015" and not .018" as indicated.

TO SET THE POINTS.

Turn the Flywheel until the words "Set Contacts .018" are at 9 o'clock. Slacken the Locking Screw (E) which is visible at 8 o'clock. Turn the words "Set Contacts .018" to 12 o'clock. Slacken the Locking Screw (F) visible at 10 o'clock. Turn the Flywheel until the Points are in their fully open position (as previously described), and set the Points to .015". Tighten the Top Locking Screw (F) and the Bottom Locking Screw (E). Place the Flywheel so that the Contacts are again in their fully open position and recheck the setting. Note:- The Contact Breaker Plate pivots centrally, therefore it is advisable, when slackening the two Locking Screws to only slacken one of them very slightly so that the adjustment will be held once it has been achieved. It is important to recheck the adjustment after setting as a little experience is required.

REPLACEMENTS.

The Contact Points are mounted as an assembly and the Plate Assembly (G) must be changed when renewing. To remove the Condenser, unsolder the Condenser Lead from the small assembly plate and remove the Condenser Clip Securing Screw which is holding the Condenser in position. The Condenser may now be withdrawn and the new one may be replaced and resoldered without any other adjustments being made. Should it be necessary to replace either the Lighting Coil Winding (H) or the Ignition Coil Winding (J) this may be carried out as follows:-

Disconnect the appropriate wire connections. Bend the brass tag (K) upwards and slide the Coil off the Core (L). Replace the new Coil and reconnect the wire connections, making certain that the Coil is well home on the Core and the end of the Core is protruding beyond the face of the Coil so that the Coil does NOT foul the Flywheel. Bend the brass tag (K) back into position.

If the Timing Cam (M) is removed, make sure that the Spring is replaced on the Crankshaft before refitting the Timing Cam and that the arrow on the extreme edge IS FACING YOU, and pointing in a clockwise direction. Also ascertain that the Key is seated correctly in the Keyway. If these instructions are not followed the timing will be affected and the Motor will not function correctly. When replacing the Timing Cam make sure that the Fibre Heel which it operates is seated well down on the Timing Cam and not on its extreme edge. When correctly located, this Cam should bear against the inner face of the Flywheel central boss (N).