RUNNING MAINTENANCE

The ignition generator requires very little maintenance and if the following notes are observed the life of the machine should prove trouble-free.

Check and if necessary re-adjust the contacts once every 5,000 miles.

Occasionally clean the contacts by inserting a dry smooth piece of paper between them and withdrawing while the contacts are in the closed position. Do not allow the engine to run with oil or petrol on the contacts or they will start to burn and blacken, and if they do, lightly polish with a piece of smooth emery cloth.

After every 5,000 miles it is necessary to re-lubricate the cam grease pad. This is done by removing the pad and squeezing and working into it a Summer grade of motor transmission grease which will very closely resemble that used at the factory. Do not use ordinary grease.

SERVICING

Checking ignition for spark

If the engine fails to start and there is indication that the ignition is at fault:—

(A) Disconnect H.T. lead from the spark plug and hold it about $\frac{3}{16}$" away from some unpainted portion of the frame or engine. Kick-start the engine in the usual way and a spark should jump this gap.

(B) If no spark is visible:—

1. Check H.T. lead for continuity.
2. Check contact breaker points for correct gap setting and see that they are clean.
   Check breaker point adjustment screws for tightness.
3. By removing the cover examine the internal leads for breaks and see they are all properly secured. Make sure covered leads are not chafed and earthing.
4. Make sure there are no metallic particles inside the unit.
5. If the insulation of the H.T. coil has broken down it will show signs of charring on the outside but it is unlikely that this will happen in normal use.

Condenser

A weak or faulty condenser can be detected by badly burnt and pitted contacts or a continuous **intense blue** spark across the contacts when running. A very small white spark across the points when running is normal.

The condenser can be removed by undoing the screw securing it and releasing the lead from the terminal post.

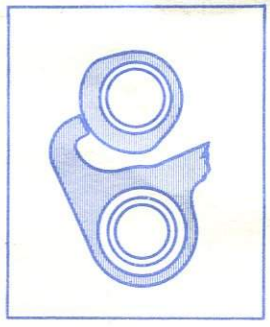
Contact breaker points

Adjustment. Turn engine over until points are fully open. See sketch.

Test with feeler gauge between "points". If the "points" require adjustment slacken the fixing screw and carefully move the fixed contact plate by means of a screwdriver until the correct gap is obtained. Tighten screw.

The breaker point setting should only be adjusted in the manner described and **at no time should the breaker arm be bent to provide adjustment.**

If the contact points need replacing both the fixed and movable points must be replaced at the same time.



Replacement of ignition and lighting coils

Disconnect H.T. lead from ignition coil and the coloured low tension leads from terminals marked 3, 1 and 4, also disconnect H.T. primary lead from the movable contact spring terminal. Unscrew the two core clamp nuts, the coil core assembly can then be gently eased off the two the two stator plate studs. Any of the coils can now be removed. Considerable force may be necessary to remove coil from core as a fibre wedge is used to ensure a tight fit and a varnish adherent is also used to secure the lighting coils.

Flywheel

This unit is robustly constructed and it is unlikely to develop any faults in normal use. A KEEPER RING IS NOT NECESSARY WHEN WITHDRAWING IT FROM THE STATOR PLATE.

Removal. Remove the nut securing the flywheel to the shaft. If a Wipac flywheel extractor, Part No. 00562, is not available and the flywheel cannot be easily withdrawn, grasp the flywheel firmly and while attempting to pull it off tap the end of the crankshaft with a mallet or lead hammer, being careful during this operation not to damage the crankshaft. When replacing the flywheel make sure metalized dust or small steel items have not been attracted onto the magnets.

THIS IGNITION GENERATOR IS FITTED AS STANDARD EQUIPMENT TO THE

B.S.A. BANTAM

D7 SUPER 175 c.c.

A/C LIGHTING

D/C TRICKLE CHARGE

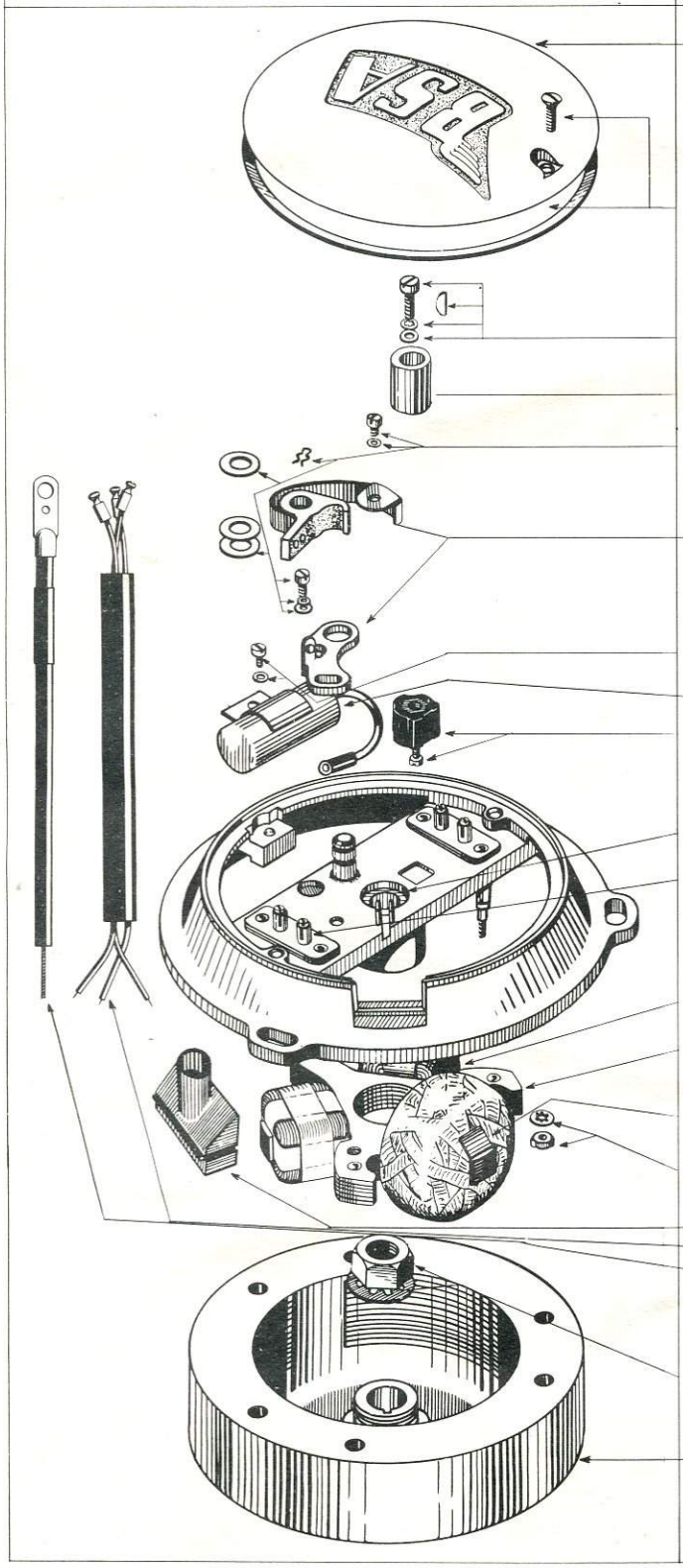
MOTOR CYCLES

MAIN DETAILS	
Wipac type	Series 55
Engine cylinder	Single
Rotation	Anti-clockwise
Flywheel weight	5 lbs
Flywheel diameter	5¼"
Ignition	Direct from magneto
Lighting	A/C Lighting D/C Trickle Charge
Breaker point setting	.015"
Recommended spark plug	P4T

REF. B 1552

IG 1552

SPARE PARTS LIST



PARTS IN EXPLODED VIEW	COMPONENTS	ASSEMBLIES	UNITS
			Cover Unit 06374 (includes 06375)
	06375 Cover Fixing Set		
	06376 Cam Fixing Set		
	02559 Cam		**02528 Cam Unit**
	06370 Breaker Point Fixing Set		
		06369 Breaker Point Set (includes 06370)	
	06373 Condenser Fixing Set		
		06372 Condenser Set (includes 06373)	
	06364 Contact Terminal Block Set		
	06365 Grease Pad	06361 Stator Plate Set	
	S0375 Terminal Screw Set		**S0824 Stator Plate Unit**
	S0826 L.T. Coil Group (Set of 3)		
	02587 Core Group		
		S0825 Coils and Core Set	
	S0206 H.T. Coil Set		
	06368 Core Fixing Set		
		02617 Leads Outlet Block	
			S0828 L.T. Leads Set
			06243 H.T. Lead Wire Group (32")
	06377 Flywheel Fixing Set		
			Flywheel Unit (includes 06377)

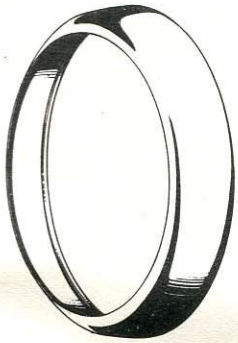
BRITISH BUILT BY THE WIPAC GROUP

HEADLAMP WIPAC SPARES

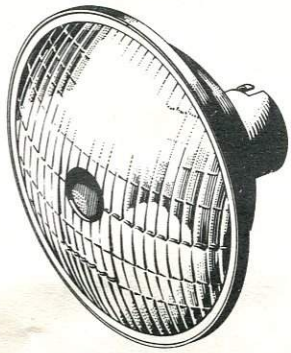
B.S.A. Bantam Super D7

A.C. Circuit

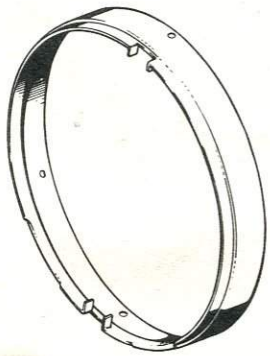
FROM OCTOBER 1958



S0873
RIM

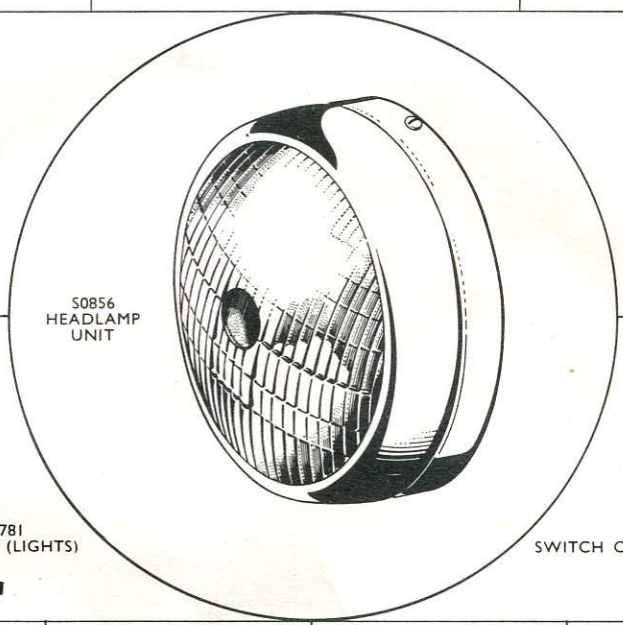


S0507
REFLECTOR AND GLASS SET

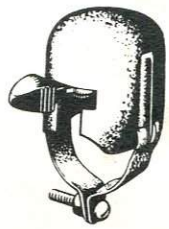


S0874
LAMP ADJUSTER SET

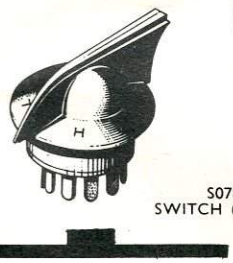
S0768
BULB HOLDER UNIT



S0856
HEADLAMP
UNIT



(CLEAR HOOTER No. 26)
DIPPER SWITCH



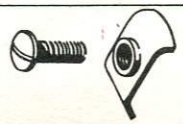
S0781
SWITCH (LIGHTS)

S0783
SWITCH COVER UNIT (LIGHTS)

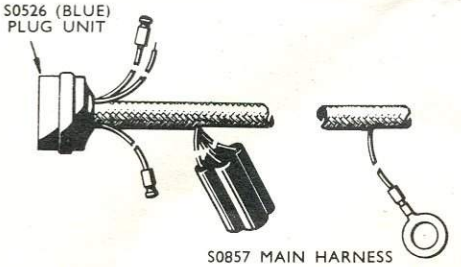
S0351
PILOT BULB HOLDER

S0887
REFLECTOR CLIP SET
(Set of 4)

O0608
CONNECTOR. (SINGLE)



S0909
RIM LOCKING SET



S0857 MAIN HARNESS

05747 DIPPER SWITCH HARNESS

THE WIPAC GROUP — BUCKINGHAM — BUCKS
TELEPHONE: BUCKINGHAM 2140 TELEGRAMS: WIPACITY BUCKINGHAM

REF. HL-1-59

WIRING
WIPAC
DIAGRAM

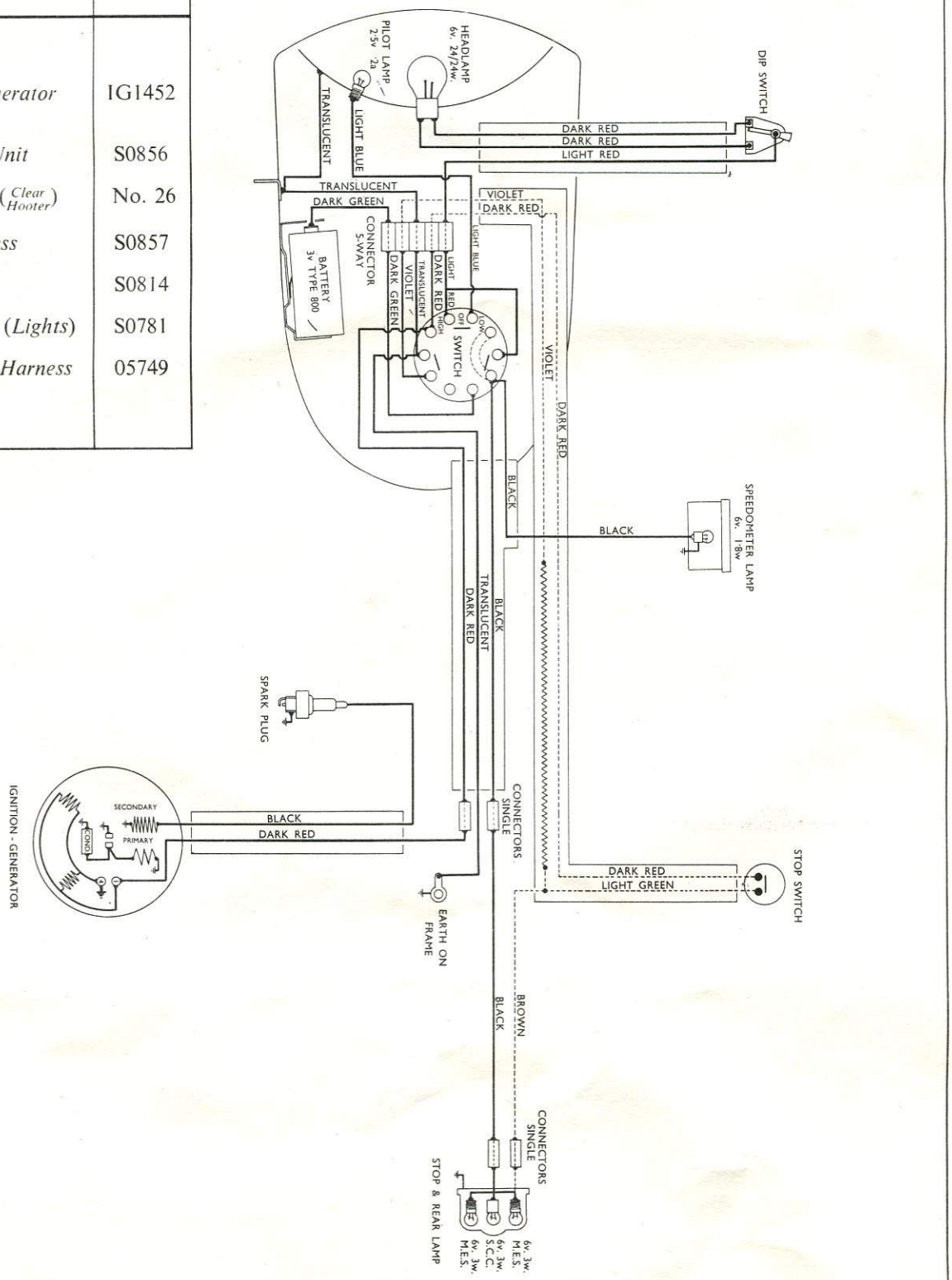
B.S.A. Bantam Super D7

A.C. Circuit

FROM OCTOBER 1958

THE WIPAC GROUP · BLETCHLEY · ENGLAND

UNITS FOR SPARES	*PART No.*
Ignition Generator	IG1452
Headlamp Unit	S0856
Dip Switch (*Clear* / *Hooter*)	No. 26
Main Harness	S0857
Rear Lamp	S0814
Switch Unit (Lights)	S0781
Dip Switch Harness	05749



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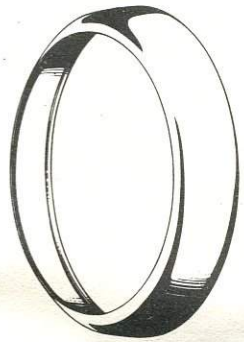
REF. WD/18/621

HEADLAMP WIPAC SPARES

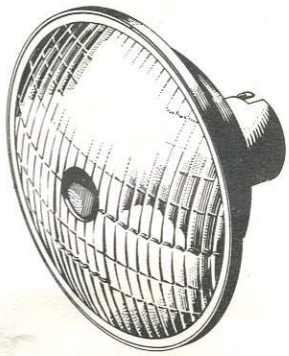
B.S.A. Bantam Super D7

AC/DC Trickle Charge

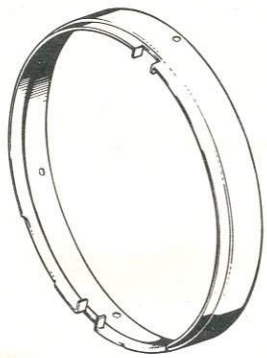
FROM JULY 1959



S0873
RIM

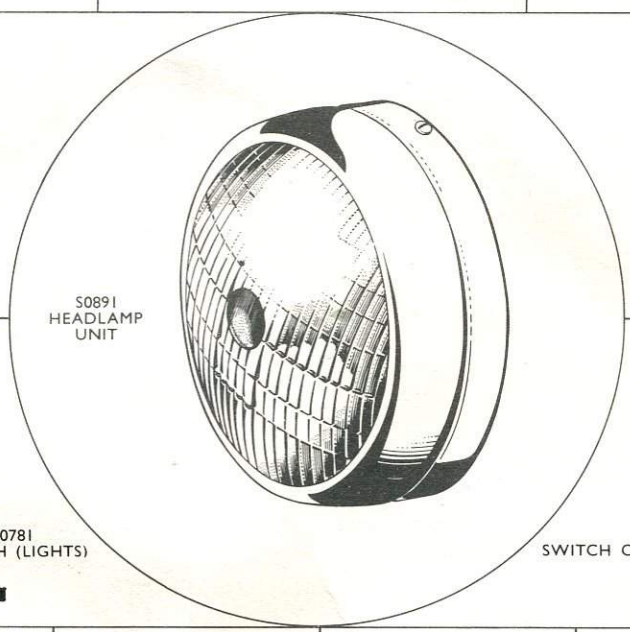


S0507
REFLECTOR AND GLASS SET



S0874
LAMP ADJUSTER SET

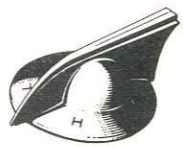
S0768
BULB HOLDER UNIT



S0891
HEADLAMP
UNIT

S0613
HORN AND DIPPER SWITCH

S0781
SWITCH (LIGHTS)

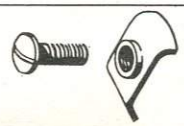


S0783
SWITCH COVER UNIT (LIGHTS)

S0351
PILOT BULB HOLDER

S0887
REFLECTOR CLIP SET
(Set of 4)

O0608
CONNECTOR (SINGLE)



S0909
RIM LOCKING SET

S0526 (BLUE)
PLUG UNIT

S0892 MAIN HARNESS

S0612 DIPPER SWITCH HARNESS

THE WIPAC GROUP — BUCKINGHAM — BUCKS
TELEPHONE: BUCKINGHAM 2140 TELEGRAMS: WIPACITY BUCKINGHAM

REF. HL-2-59

WIRING
WIPAC
DIAGRAM

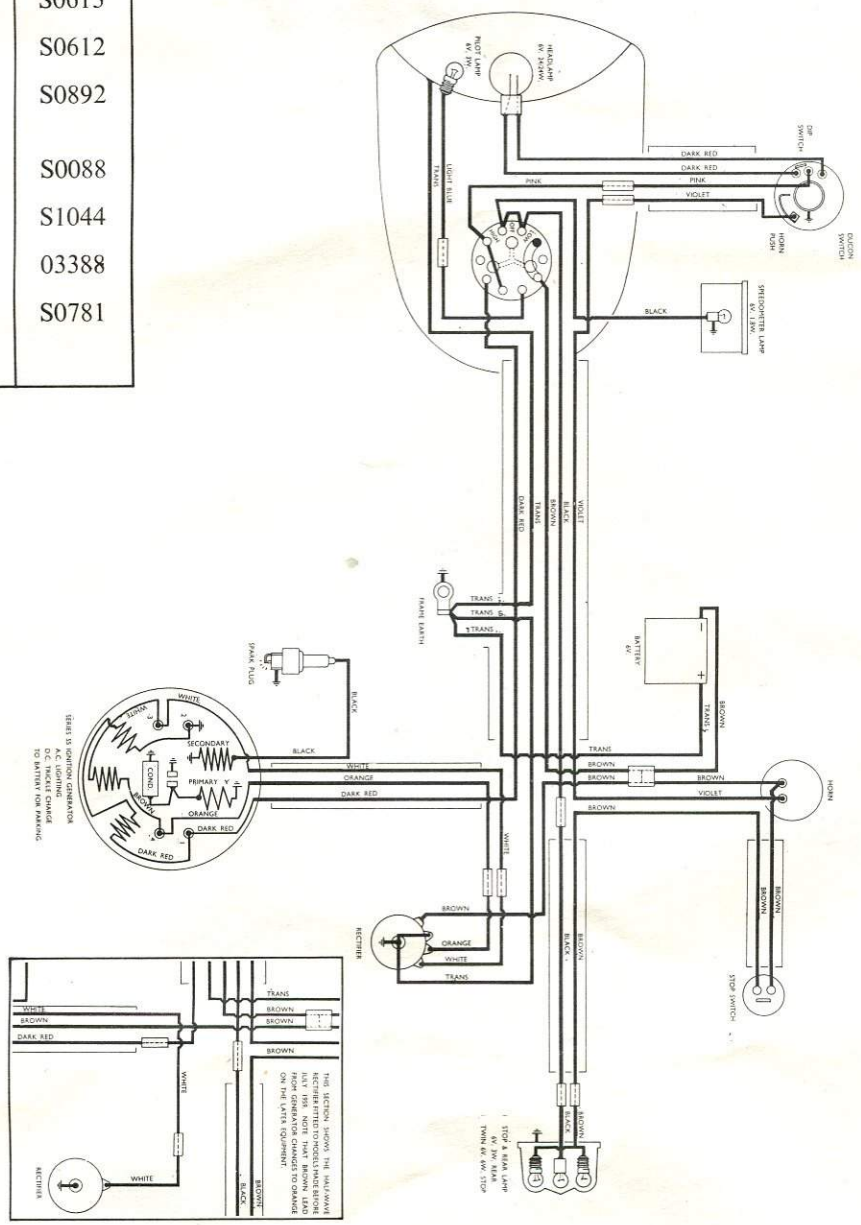
B.S.A. Bantam Super D7

AC/DC Trickle Charge

FROM JULY 1959

THE WIPAC GROUP · BUCKINGHAM · BUCKS.

UNIT FOR SPARES	*PART No.*
Ignition Generator	IG1552
Headlamp Unit	S0891
Dip Switch	S0613
Dip Switch Harness	S0612
Main Harness	S0892
Stop & Rear Lamp (state bulbs required)	S0088
Rectifier Unit	S1044
Stop Switch Unit	03388
Switch Unit (Lights)	S0781



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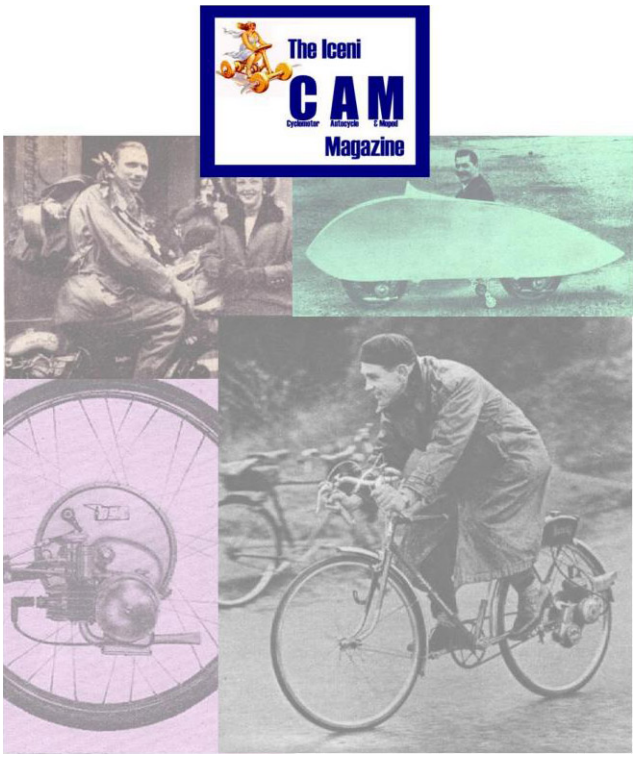

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