

K.L.G. C-F.50 PLUG

FOR

"CYCLEMASTER" & "CYCLEMATE"

ENGINES

This plug is specially designed for use in *Cyclemaster* and *Cyclemate* engines and should always be used as replacement to ensure best performance. The earth disc has some movement to prevent the possible adhesion of "whiskers" which may cause the plug to stop firing, or fire erratically. The term "whiskering" refers to bridging of the plug gap by a deposit from the fuel.

FITTING INSTRUCTIONS

Make sure copper seating washer is in position.

Screw plug firmly into cylinder head but do not overtighten.

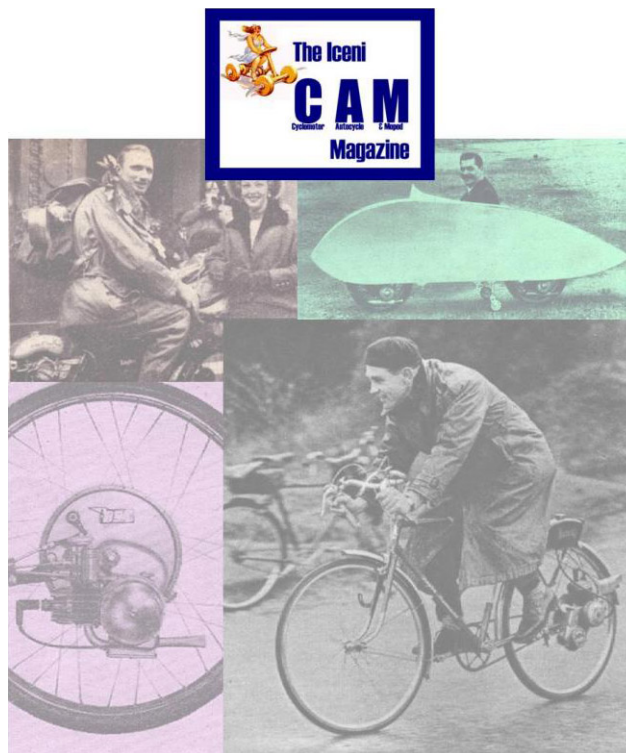
SERVICING INSTRUCTIONS

At regular intervals, about 400 miles, it is desirable to brush the end of the plug with a wire brush to ensure free movement of the disc and thus maintain the anti-whiskering properties.

At about 1,000 miles intervals, it is important to clean the whole plug thoroughly. To take the plug to pieces, the Gland Nut should be unscrewed from the Body so that the insulated Electrode Assembly may be withdrawn. If the insulation is oily, first wash it in petrol or paraffin; then with fairly coarse glass paper, remove the carbon deposit and wash again. The Plug Body should be scraped clean internally with a knife or wire brush, paying particular attention to the earth electrodes. Rinse the plug body in petrol to remove all loose particles and foreign matter before replacing the internal washer, which should be clean and lightly smeared with thin oil. Make sure that it is properly seated before re-inserting the central electrode assembly. Finally screw up the Gland Nut and tighten sufficiently to give a gas tight joint.

Before re-fitting to the engine, the spark gaps should be checked and if in excess of .025", the tongues of the earthing disc should be lightly tapped down to within the setting of .015"/.020"; Whilst doing this, the gap with each tongue should be checked in several positions by rotating the disc to ensure that at no position is the gap less than .015" or faulty firing may result.

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