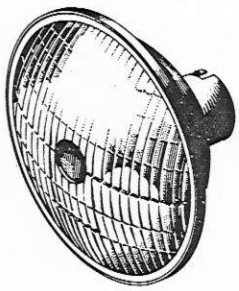
HEADLAMP WIPAC SPARES

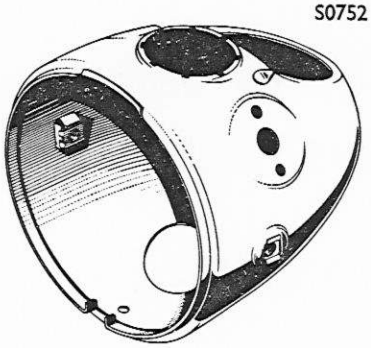
# MATCHLESS G2 and A.J.S. MODEL 14 250 c.c. O.H.V. MOTORCYCLE
## MODELS PRODUCED FROM JUNE 1958 TO SEPTEMBER 1958

S0507



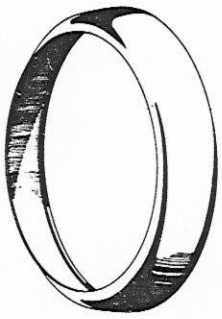
Reflector and Glass Set

S0752



Lamp Body Unit

S0066



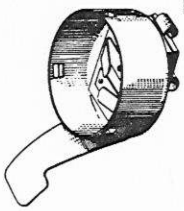
Rim

02485  Connector (Four Way)

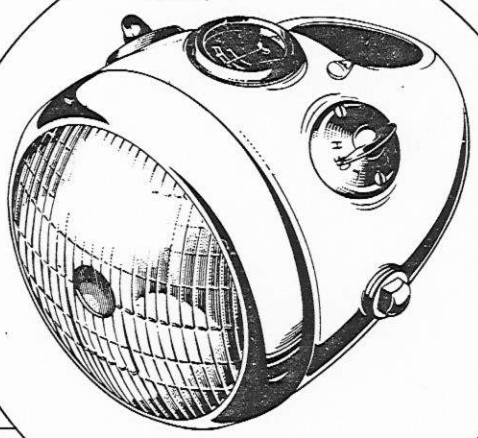
00608  Connector (Single)

01874  Connector (Double)

00915
Bulb Holder Unit



S0751
Headlamp (Less Harness)



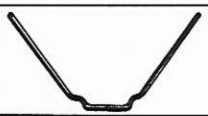
S0062
Ammeter Unit

S0613
Horn and Dipper Switch

S0064
Rim Locking Set

Headlamp Fixing Bolts & Washers
S0238

Reflector Clips (Box of Four)
S0070

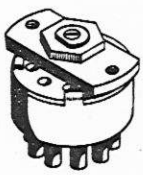


S0610
Headlamp Complete (Includes Ammeter and Harness)

04938
Pilot Bulb Holder

06588
Switch Cover & Knob Group (Lights)

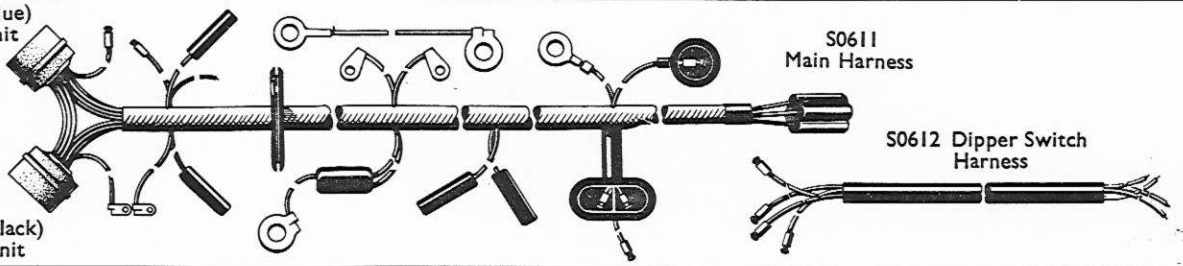
06587
Switch Body Unit (Used on Both)



Switch Complete
06291 (Lighting)
06292 (Ignition)

06589
Switch Cover & Knob Group (Ignition)

S0526 (Blue)
Plug Unit



S0611
Main Harness

S0612 Dipper Switch Harness

S0525 (Black)
Plug Unit


THE WIPAC GROUP — BLETCHLEY — ENGLAND
TELEPHONE: BLETCHLEY 3321 TELEGRAMS: WICOMAGSCO BLETCHLEY



REF. HL-1-58

WIRING DIAGRAM

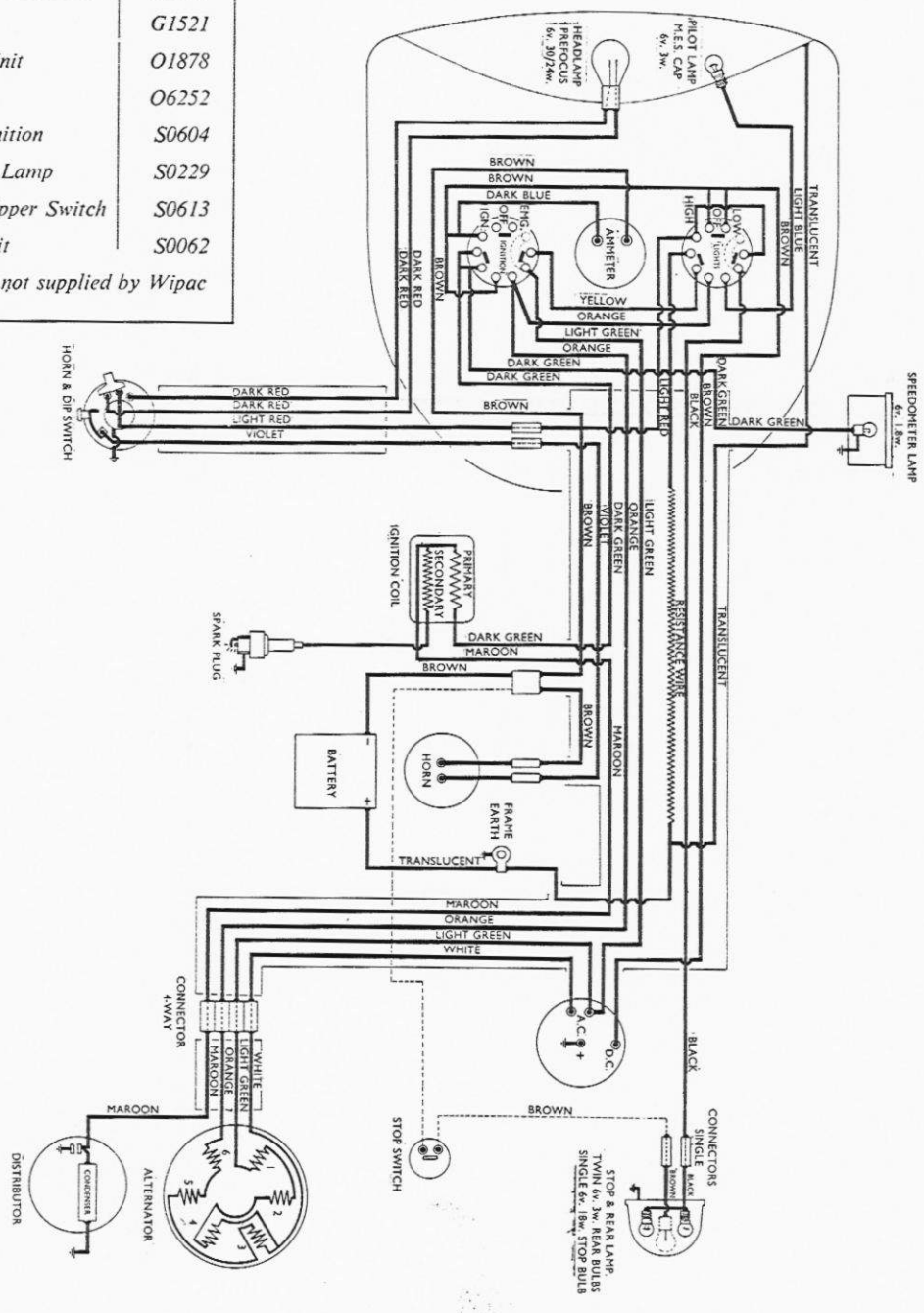
WIPAC

# MATCHLESS G2 and A.J.S. MODEL 14
## 250 c.c. O.H.V. MOTOR CYCLES
### MODELS PRODUCED FROM JUNE 1958 TO SEPTEMBER 1958

THE WIPAC GROUP · BLETCHLEY · ENGLAND

| SPARES UNITS | PART No. |
|---|---|
| *Headlamp (less speedometer) | S0610 |
| *Headlamp (less harness and speedometer) | S0751 |
| Harness | S0611 |
| Dipper Switch Harness | S0612 |
| Alternator | G1521 |
| Base Plate Unit | O1878 |
| Rectifier | O6252 |
| Coil—6v. Ignition | S0604 |
| Stop & Rear Lamp | S0229 |
| Horn and Dipper Switch | S0613 |
| Ammeter Unit | S0062 |

*Speedometer not supplied by Wipac

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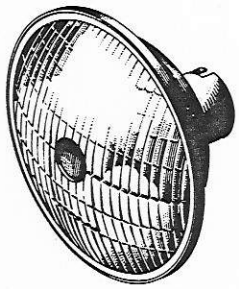
HEADLAMP WIPAC SPARES

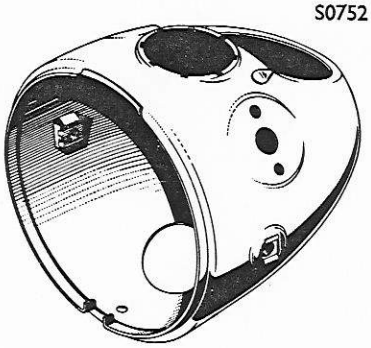
# MATCHLESS G2 and A.J.S. MODEL 14 250 c.c. O.H.V. MOTORCYCLE
## MODELS PRODUCED FROM OCTOBER 1958

S0507



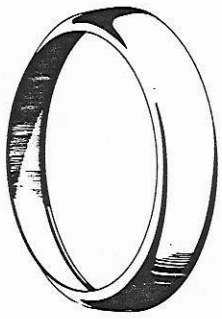
Reflector and Glass Set

S0752



Lamp Body Unit

S0066



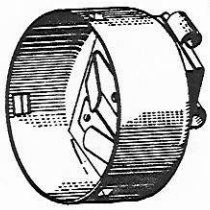
Rim

02485  Connector (Four Way)

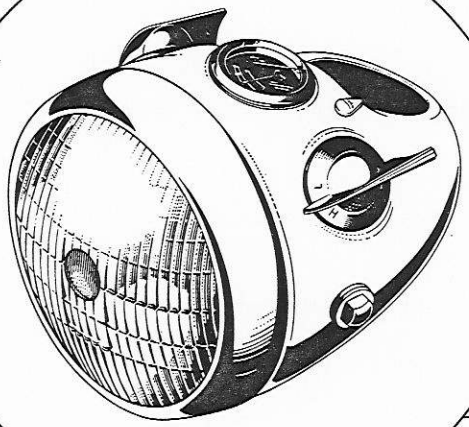
00608  Connector (Single)

01874  Connector (Double)

S0768
Bulb Holder Unit



S0894
Headlamp (Less Harness)

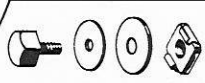


S0850
Headlamp Complete (Includes Ammeter and Harness)

S0062
Ammeter Unit

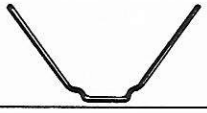
S0613
Horn and Dipper Switch

S0064
Rim Locking Set



Headlamp Fixing Bolts & Washers
S0238

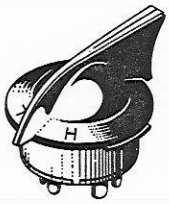
Reflector Clips (Box of Four)
S0070



S0895
Pilot Bulb Holder

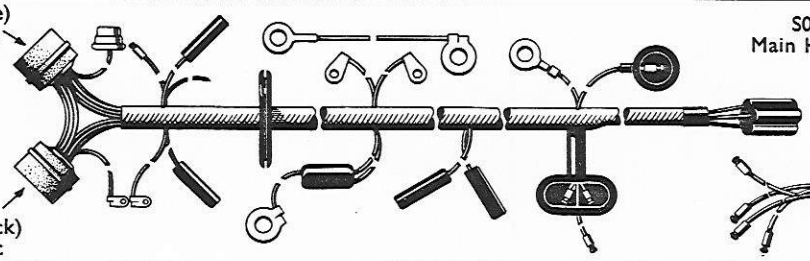
S0783
Switch Knob Group (Lights)

Switch Complete
S0781 (Lights)
S0782 (Ignition)



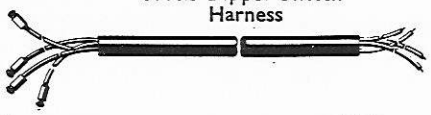
S0784
Switch Knob Group (Ignition)

S0526 (Blue)
Plug Unit



S0611
Main Harness

S0612 Dipper Switch Harness



S0525 (Black)
Plug Unit

THE WIPAC GROUP — BLETCHLEY — ENGLAND
TELEPHONE: BLETCHLEY 3321 TELEGRAMS: WICOMAGSCO BLETCHLEY

REF. HL-1-58/1

WIRING
WIPAC
DIAGRAM

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THE WIPAC GROUP · BLETCHLEY · ENGLAND

| SPARES UNITS | PART No. |
|---|---|
| *Headlamp (less speedometer) | S0850 |
| *Headlamp (less harness and speedometer) | S0894 |
| Harness | S0611 |
| Dipper Switch Harness | S0612 |
| Alternator | G1521 |
| Base Plate Unit | O1878 |
| Rectifier | O6252 |
| Coil—6v. Ignition | S0604 |
| Stop & Rear Lamp | S0229 |
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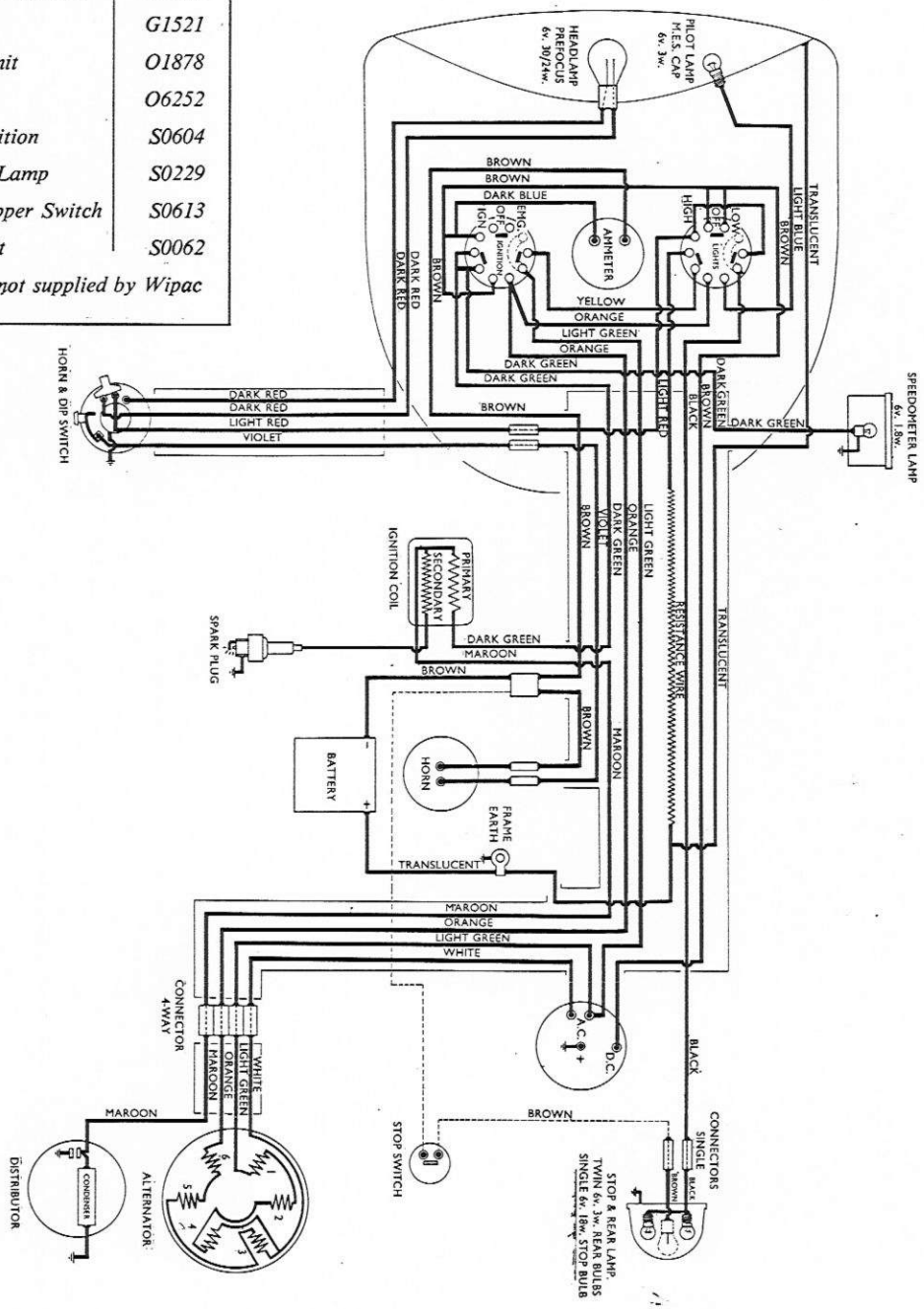


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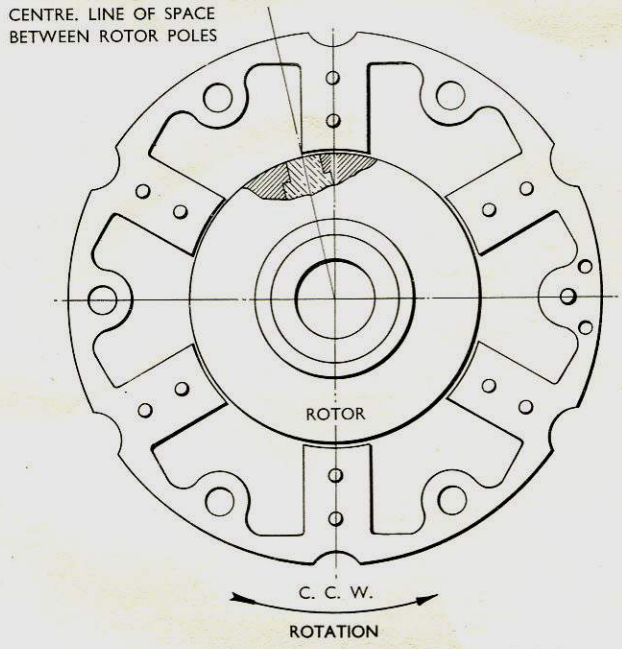
| SERVICE WIPAC BULLETIN | SUBJECT | CORRECT TIMING FOR AN ALTERNATOR UNIT | | |
|---|---|---|---|---|
| | Ref. No. | AMC 6/59 | CANCELS | Nil |
| | AUTHORITY | E.G.W. | INSERT THIS BULLETIN INTO :- | No. 3 Manual |
| | DATE OF ISSUE | 1.7.59 | | |

Some users of the A.J.S., model 14CS, and Matchless, model G2CS, fitted with A.C. Ignition have experienced difficult starting and, where we have been able to investigate, we found the main cause to be due to the timing of the engine in relation to the magnetic timing of the alternator.

An explanation of the ignition system would, we feel, help the user to make satisfactory adjustments to the machine.




The sketch illustrates the correct position of rotor pole in relation to stator pole when contacts are just opening.

The system uses an alternator which consists of a magnetic six pole rotor rotating inside a six pole stator. On this stator there are four coils, two of which are used for direct A.C. lighting, one coil is for supplying a small charge, via the rectifier, to the battery, the fourth coil supplies the A.C. Ignition Coil.

The energy for the Ignition Coil is produced in peaks, that is the current varies from negative through zero to positive and the contacts of the breaker unit must open at the peak of either positive or negative. As the duration of the peak period is only a few degrees the Engine Manufacturer's timing of 32° B.T.D.C. must be strictly adhered to—this means that the contact breaker setting should be .018″ when the points are fully open and just opening when the piston is 32° B.T.D.C. It would be possible to start and run the engine with the contact opening at 28° B.T.D.C., but at 35° B.T.D.C. bad starting and erratic running would be experienced.



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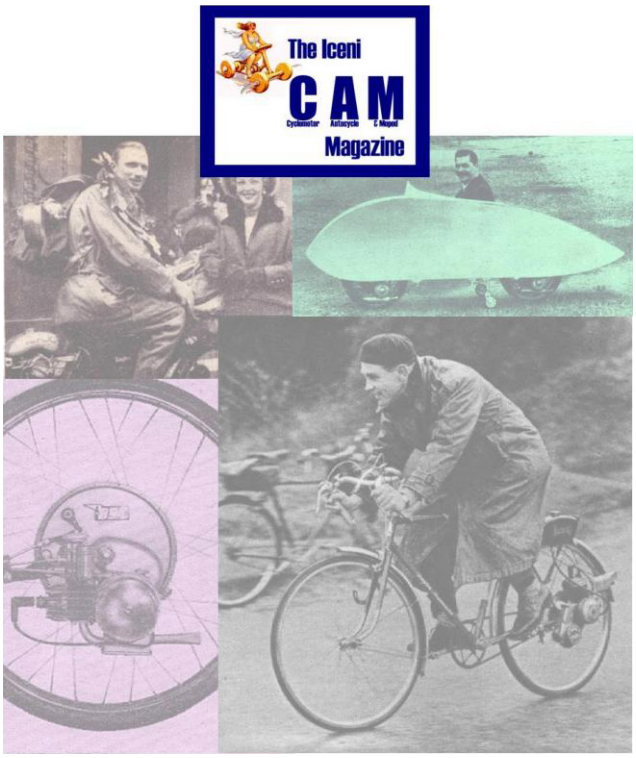


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