Wipac calling...

BULLETIN OF THE WIPAC GROUP

WIPAC AT WORK

The majority of Wipac Spark Plugs are of the non-detachable type, and here we see the operator carrying out the first part of the sealing process.

The insulator has been previously placed in the plug body, and now the special sealing powder in the form of a pelleted ring is dropped in position round the insulator, and finally rammed by a hydraulic press.

The assembly then passes to the next stage where the upper section of the plug body is rolled over to contain the powder and maintain the pressure of the seal.

A BULLETIN FROM

THE WIPAC GROUP

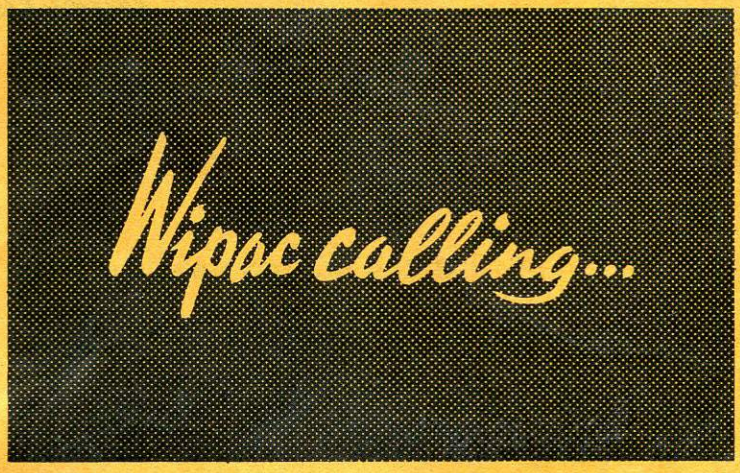
BLETCHLEY — ENGLAND

Telephone : Bletchley 3321
Telegrams : Wicomagsco Bletchley

SERVICE DEPT.
LONDON ROAD, BUCKINGHAM
Telephone : Buckingham 3031

TRADE SALES, EXPORT AND PUBLICITY
TROLLY HALL, BUCKINGHAM
Telephone : Buckingham 2140
Telegrams : Wipacity, Buckingham

Printed and Published in England by The WIPAC Group, Publicity Dept.



January, 1960.

FOREWORD

Although we have just concluded a most satisfactory year we anticipate a greater demand than ever for WIPAC products in 1960.

Our most up-to-date new Works at Buckingham is now nearly completed and should be working to full capacity early in the New Year.

We shall continue to back our Agents and Dealers by extensive advertising in the Motor and Motor Cycling Press and some winning new lines can be expected from the WIPAC Stable.

We take the opportunity of wishing all our Dealers the very best of success for 1960 and hope that WIPAC products will contribute in a big way towards this.

-----oOo------

Below we have set out a list for your guidance to help you in bringing Manuals 2 and 3 up-to-date.

No. 2 Manual - Service Sheets.

Specification	Old Ref. No.		New Ref. No.
IG. 1543	-	New	B. 1543
IG. 1552	-	New	B. 1552
IG. 1586	-	New	B. 1586
Headlamp	-	New	H/L 1-59
Headlamp	-	New	H/L 2-59
Headlamp	-	New	H/L 3-59

No. 3 Manual - Technical Sheets & Service Bulletins

Old Ref. No.		New Ref. No.
-	New	AMC 6/59
-	New	HL/659
Wiring Diagram	New	WD/18/621
Wiring Diagram	New	WD/19/767
Wiring Diagram	New	WD/20/737

All early copies of this list of revised leaflets should be destroyed.

Wipac calling...

NEW SALES LEAFLETS

Truck-lite	Series 170
Reversa-lite	Series 172

SALES BULLETIN

Instructions for installing WIPAC Pre-focus Factory Sealed Beam Units to Ford Vans and Cars.

Further copies of any of the enclosed leaflets will gladly be forwarded to you upon request.

Special Note

When ordering literature of any kind please send your request on a separate order form, addressed to The Publicity Department, Trolly Hall, Buckingham, Bucks.

SERVICE WIPAC INSTRUCTIONS IG 1543

INTRODUCTION

This Flywheel magneto features a high spark output for easy starting and provides unprecedented slow or high speed performance. It consists of two main parts; a FLYWHEEL and a STATOR PLATE, and through its simplicity should require little or no attention over long periods of service.

The Flywheel (finned or plain) contains a permanent magnetic unit of a special alloy which concentrates a powerful magnetic charge within a small space and volume. By virtue of its ability to retain indefinitely this high magnetic concentration, the flywheel is able to provide the magneto with extraordinary high spark output throughout its entire life. The inductive characteristics are such that the magneto yields a maximum spark output over a wider timing range, thus eliminating the frequent adjustment of breaker points that is necessary with the conventional type instrument.

The Stator Plate contains the necessary H.T. coil or coils mounted on a laminated core, breaker mechanism and condenser. Usually, one H.T. coil is embodied per engine cylinder. All are easily accessible for servicing.

SERVICING

Checking magneto for spark

If the engine fails to start and there is indication that the magneto 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. Rotate the engine 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 flywheel 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.

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 an extractor 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 thread. When replacing the flywheel make sure metalized dust or small steel items have not been attracted onto the magnets.

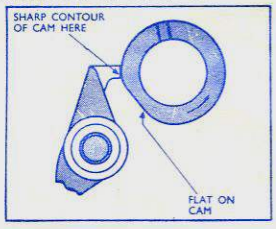
Condenser

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 one or two screws securing it and releasing the lead from it.

H.T. coil

Removal. First remove the laminated core complete, then take off the coil from the core. Release condenser lead before removing core. Considerable force may be necessary to remove coil from core. A fibre wedge is sometimes used to ensure a tight fit.



Contact breaker points

The majority of flywheels have holes or slots in them to allow for point adjustment and the correct setting is mentioned in the panel above. If there is no slot in the flywheel it will have to be removed for point adjustment.

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

Test with feeler gauge between " points ". If the " points " require adjustment two screw heads will be seen beside them. Slacken the large screw and carefully turn the small screw, which is eccentric, until the correct gap is obtained. Tighten large screw.

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

The moving contact is integral with the breaker arm. If the contact points need replacement it is recommended that both the fixed and movable points be replaced at the same time.

Lubrication

After every 1,000 hours re-lubricate the cam grease pad. To do this, slide the pad out from its holder and squeeze and work into it a Summer grade of motor transmission grease. Do not use oil.

THIS MAGNETO IS FITTED AS STANDARD EQUIPMENT ON

DUNKLEY WHIPPET 65 SCOOTERETTE

MAIN DETAILS	
Wipac Type	Series 90
Lighting output	6 volt 17 watt
Rotation	C.C.W.
Flywheel type	Finned
,, weight	2 lbs. 6 ozs.
,, diameter	$4\frac{5}{16}$"
Breaker point setting	.018"
H.T. Lead	5 mm. 18"
Engine cylinders	Single
Flywheel extractor	00586

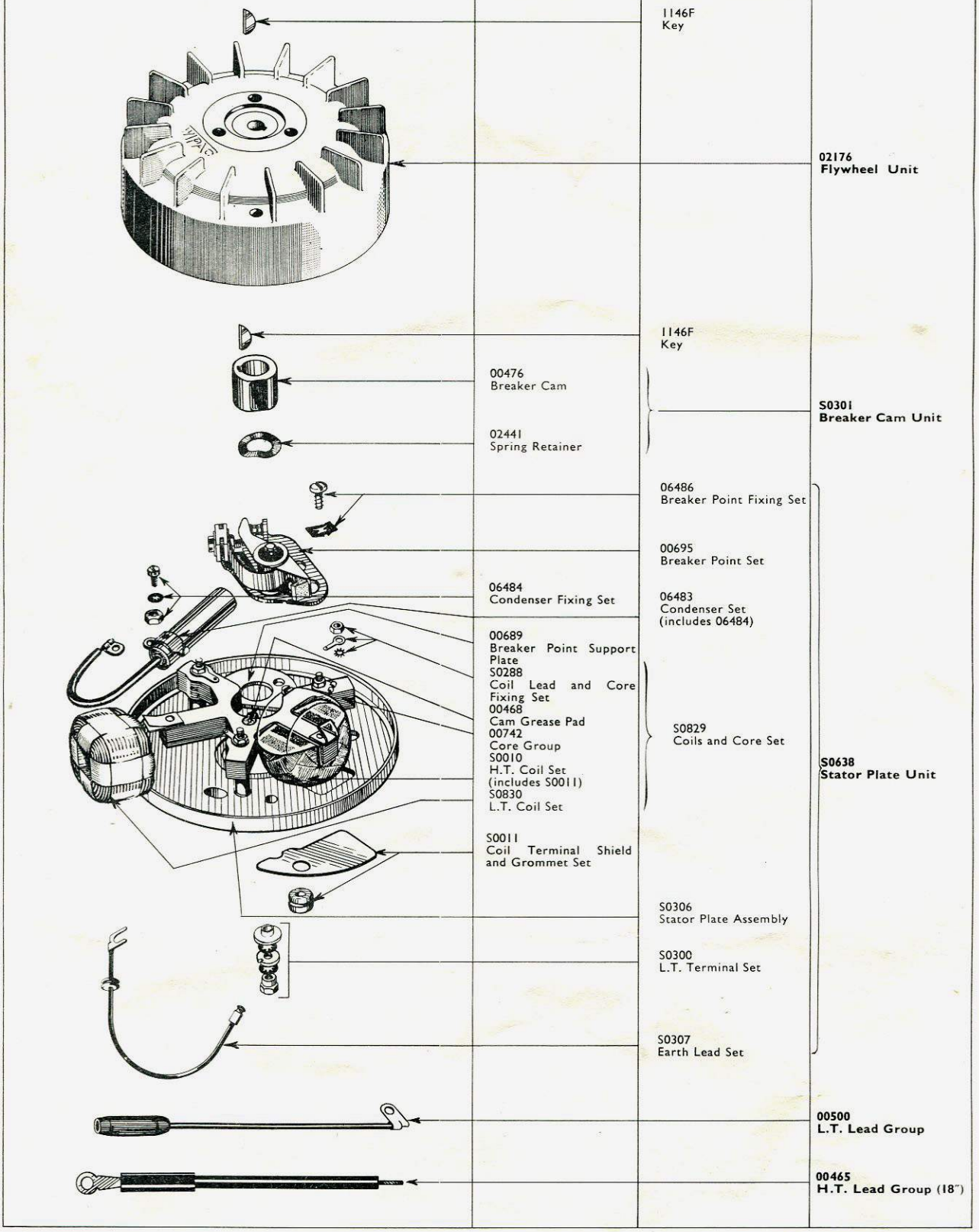
For complete service instructions see leaflet S90/1

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

Ref. B. 1543

IG 1543

SPARE PARTS LIST



PARTS IN EXPLODED VIEW	COMPONENTS	SETS	UNITS
		1146F Key	
			02176 **Flywheel Unit**
		1146F Key	
	00476 Breaker Cam		
	02441 Spring Retainer		**S0301** **Breaker Cam Unit**
		06486 Breaker Point Fixing Set	
		00695 Breaker Point Set	
	06484 Condenser Fixing Set	06483 Condenser Set (includes 06484)	
	00689 Breaker Point Support Plate S0288 Coil Lead and Core Fixing Set 00468 Cam Grease Pad 00742 Core Group S0010 H.T. Coil Set (includes S0011) S0830 L.T. Coil Set	S0829 Coils and Core Set	**S0638** **Stator Plate Unit**
	S0011 Coil Terminal Shield and Grommet Set		
		S0306 Stator Plate Assembly	
		S0300 L.T. Terminal Set	
		S0307 Earth Lead Set	
			00500 **L.T. Lead Group**
			00465 **H.T. Lead Group (18")**

BRITISH BUILT BY THE WIPAC GROUP

RUNNING MAINTENANCE

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

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.

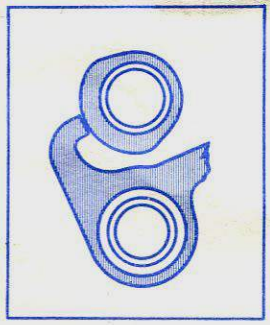
Contact breaker points

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

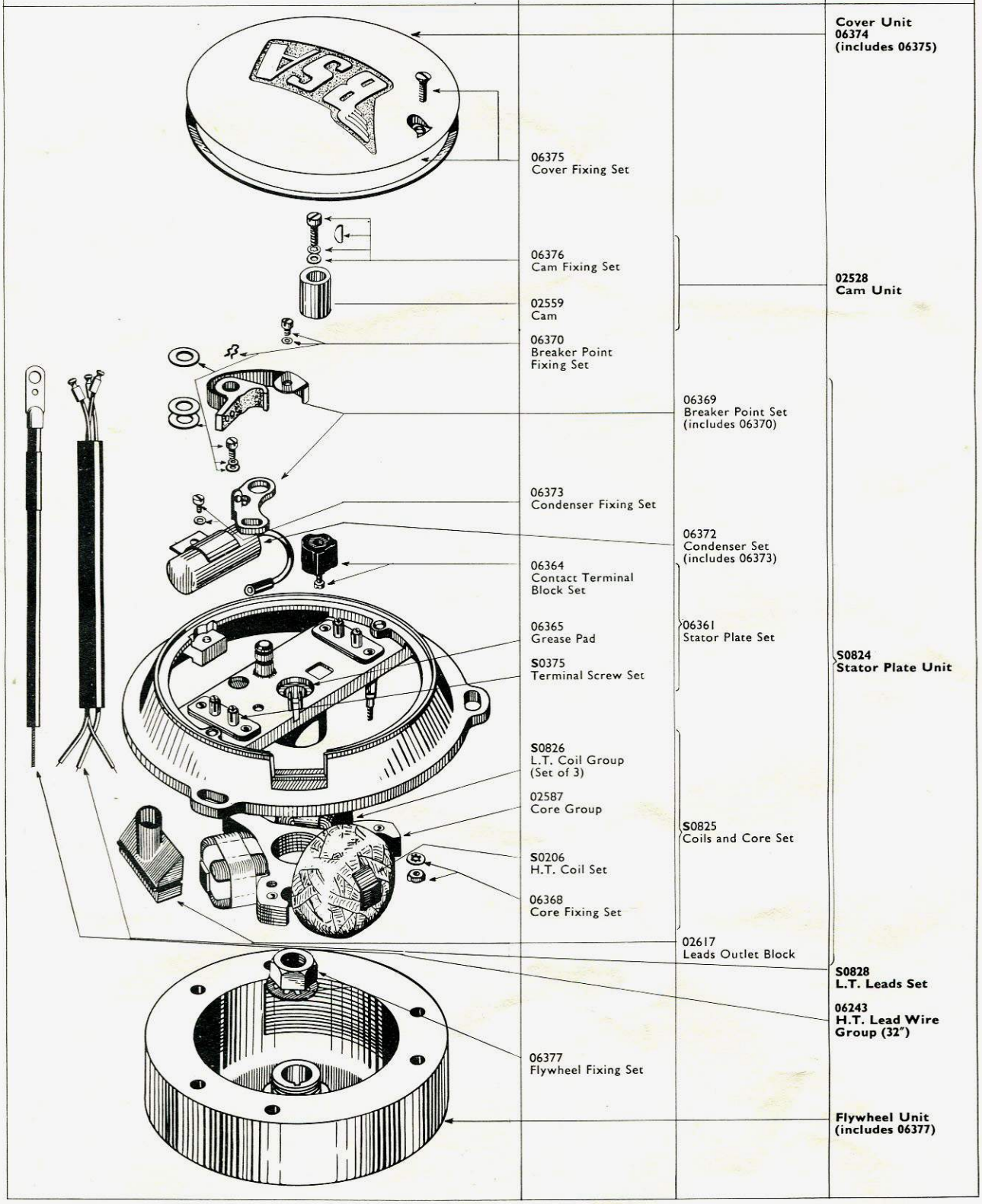
This unit is robustly constructed and it is unlikely to develop any faults in normal use. A KEEPER RING IS NOT NECESSARY WHEN WITHDRAWING IT FROM THE STATOR PLATE.

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.

REF. B 1552

IG 1552

SPARE PARTS LIST

PARTS IN EXPLODED VIEW	COMPONENTS	ASSEMBLIES	UNITS
	06375 Cover Fixing Set		**Cover Unit 06374 (includes 06375)**
	06376 Cam Fixing Set		**02528 Cam Unit**
	02559 Cam		
	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	**S0824 Stator Plate Unit**
	S0375 Terminal Screw Set		
	S0826 L.T. Coil Group (Set of 3)	S0825 Coils and Core Set	
	02587 Core Group		
	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

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. Make sure H.T. lead is screwed right home into Coil box.
2. Check H.T. lead for continuity.
3. Check contact breaker points for correct gap setting and see that they are clean.
   Check breaker point adjustment screws for tightness.
4. By removing the flywheel examine the internal leads for breaks and see they are all properly secured. Make sure covered leads are not chafed and earthing.
5. Make sure there are no metallic particles inside the unit.

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.

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

Removal. First release ignition coil primary leads, then with a gentle pull the coil can be withdrawn from the core. Considerable force may be necessary to remove L.T. coils 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.

THIS IGNITION GENERATOR IS FITTED AS STANDARD EQUIPMENT TO THE

JAMES 150c.c. FLYING CADET

AND

FRANCIS-BARNETT 150c.c. PLOVER 86

MAIN DETAILS	
Wipac Type	Series 141
Engine cylinder	Single
Rotation	Clockwise
Flywheel weight	3 lbs. 13 ozs.
Flywheel diameter	5½"
Ingition	Direct from magneto
Lighting	6 volt A.C. 28.8 watts at 2,800 r.p.m.
H.T. lead	21" (5 mm.)
Breaker point setting	.018"
Flywheel extractor	S0073
Recommended spark plug	P60L

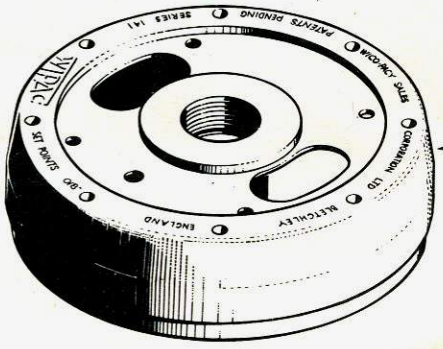
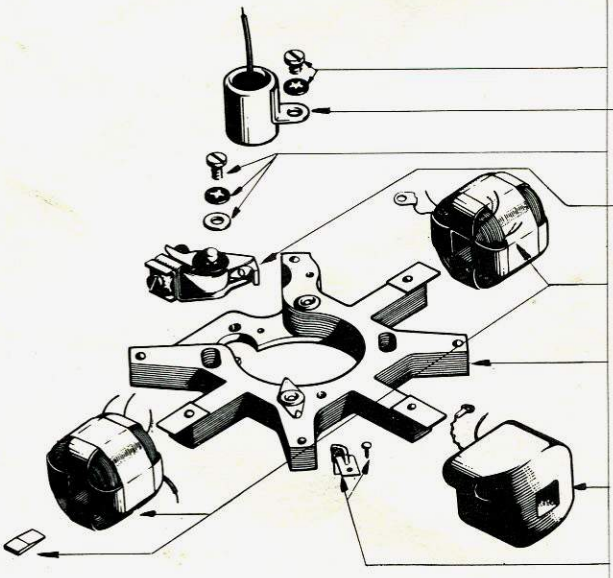
Flywheel

This flywheel is robustly constructed with the cam integral with the flywheel boss 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 an extractor 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 metallized dust or small steel items have not been attracted onto the magnets.

REF. B. 1586

IG 1586 SPARE PARTS LIST

PARTS IN EXPLODED VIEW	COMPONENTS	SETS	UNITS
			**S1032** Flywheel and Cam Unit
	**S0052** Condenser Fixing Set	**S1051** Condenser Set (includes **S0052**)	
	S0054 Breaker Point Fixing Set	**S0577** Breaker Point Set	
	S1053 L.T. Coil Set		
	S0057 Core and Plate Assembly (includes **S0055**)		**S1052** Stator Unit
	S1046 H.T. Coil Set	**S1055** H.T., L.T. Coils and Core Unit	
	S0055 Grease Pad Set		
	**S1054** L.T. Lead Set		
		**S0716** H.T. Lead Wire Group (21")	
			**00440** Sleeve
			2179 Grommet

BRITISH BUILT BY THE WIPAC GROUP

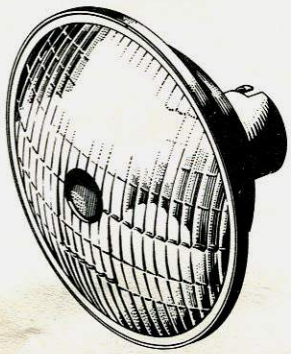
HEADLAMP WIPAC SPARES

B.S.A. Bantam Super D7

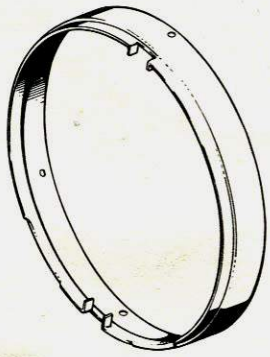
A.C. Circuit

FROM OCTOBER 1958

S0873
RIM

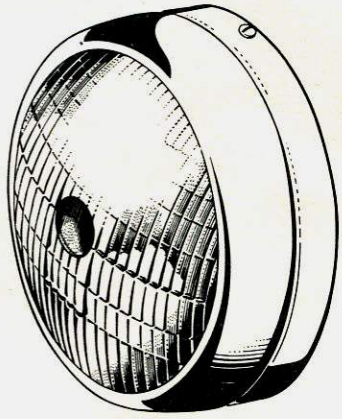


S0507
REFLECTOR AND GLASS SET

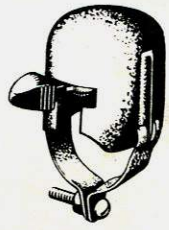


S0874
LAMP ADJUSTER SET

S0768
BULB HOLDER UNIT

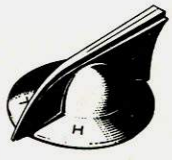


S0856
HEADLAMP UNIT



(CLEAR HOOTER No. 26)
DIPPER SWITCH

S0781
SWITCH (LIGHTS)

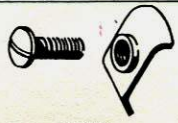


S0783
SWITCH COVER UNIT (LIGHTS)

S0351
PILOT BULB HOLDER

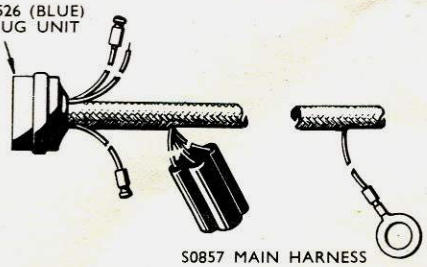
S0887
REFLECTOR CLIP SET
(Set of 4)

O0608
CONNECTOR. (SINGLE)

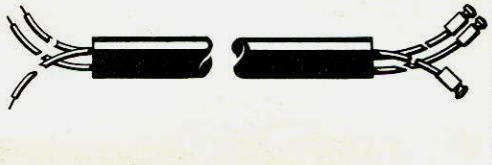


S0909
RIM LOCKING SET

S0526 (BLUE)
PLUG UNIT



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

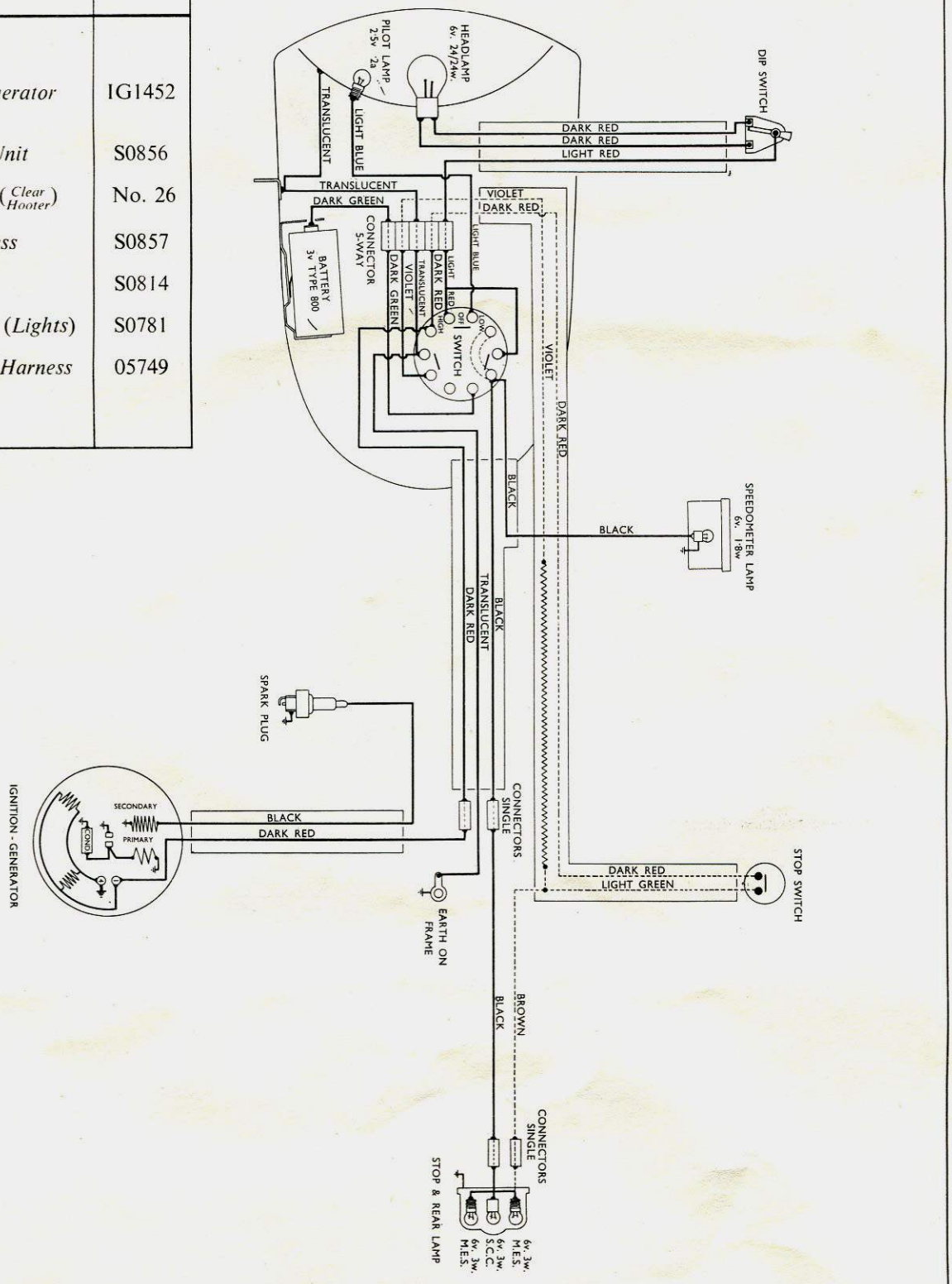
B.S.A. Bantam Super D7

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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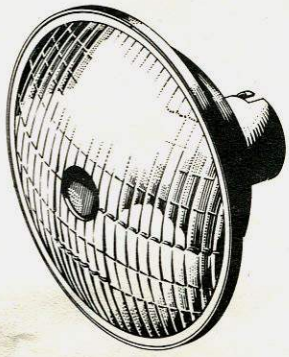
HEADLAMP WIPAC SPARES

B.S.A. Bantam Super D7

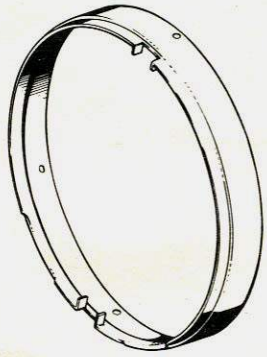
AC/DC Trickle Charge

FROM JULY 1959

S0873
RIM

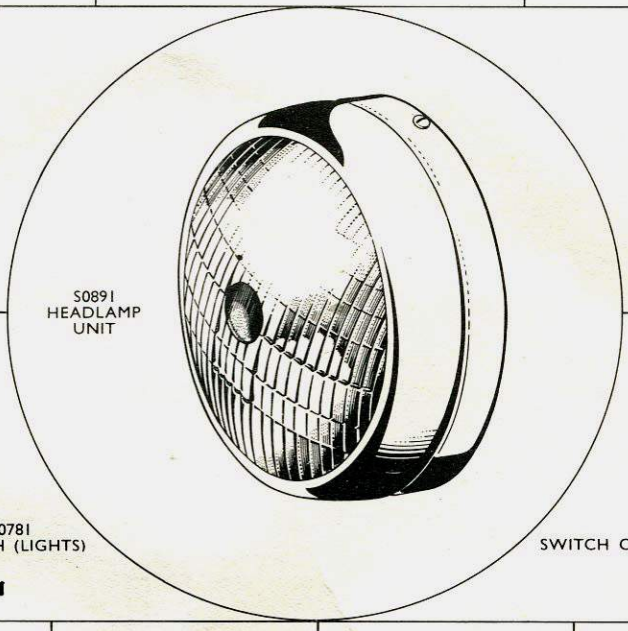


S0507
REFLECTOR AND GLASS SET



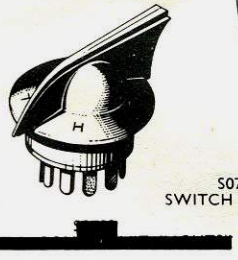
S0874
LAMP ADJUSTER SET

S0768
BULB HOLDER UNIT

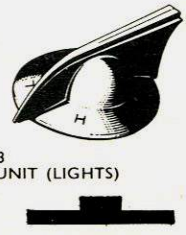


S0891
HEADLAMP UNIT

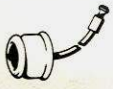
S0613
HORN AND DIPPER SWITCH



S0781
SWITCH (LIGHTS)



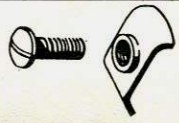
S0783
SWITCH COVER UNIT (LIGHTS)



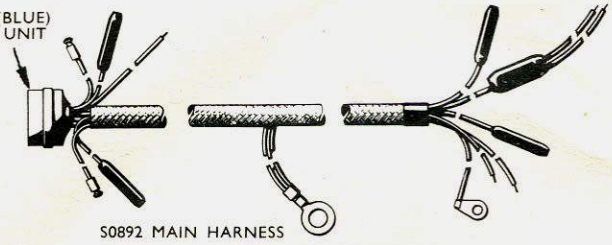
S0351
PILOT BULB HOLDER

S0887
REFLECTOR CLIP SET
(Set of 4)

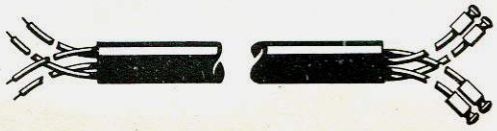
O0608
CONNECTOR (SINGLE)



S0909
RIM LOCKING SET



S0892 MAIN HARNESS



S0612 DIPPER SWITCH HARNESS

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

WIRING
WIPAC
DIAGRAM

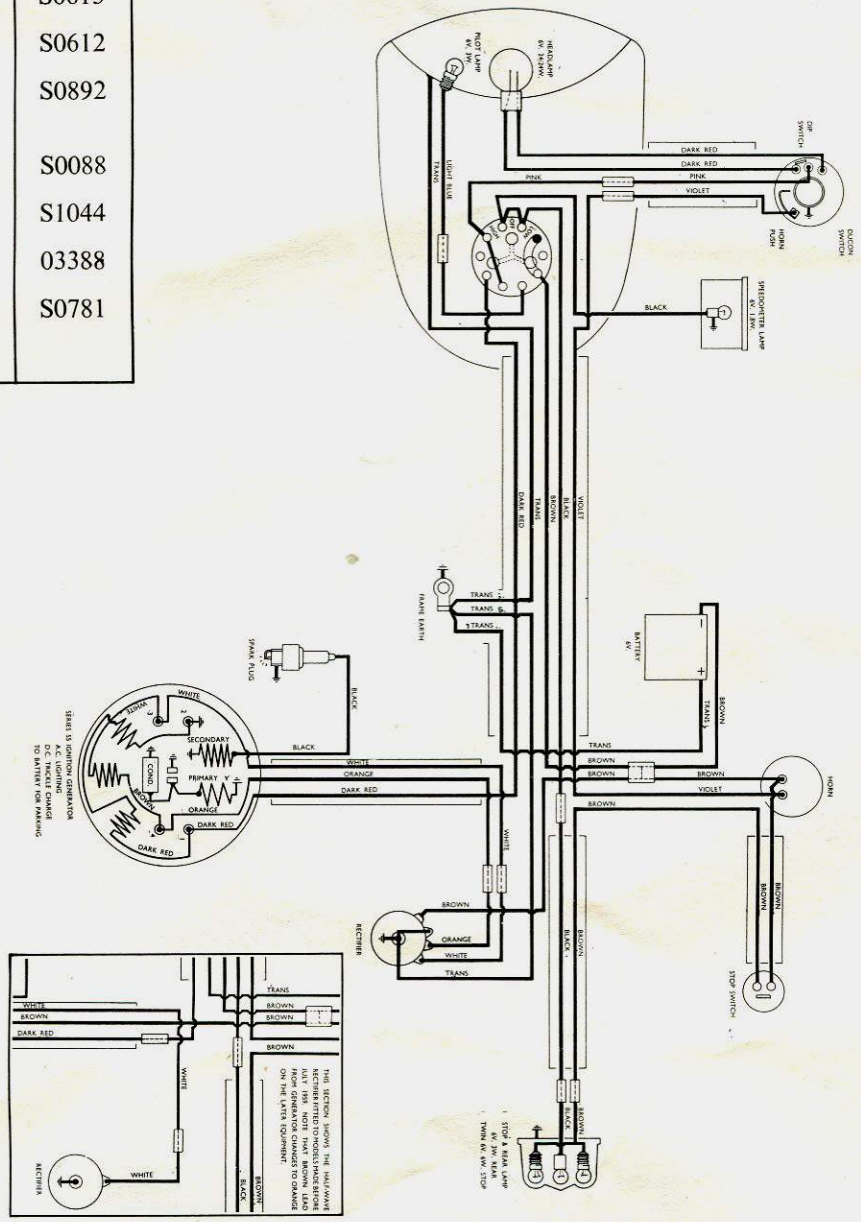
B.S.A. Bantam Super D7

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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Ref. WD/19/767

HEADLAMP WIPAC SPARES

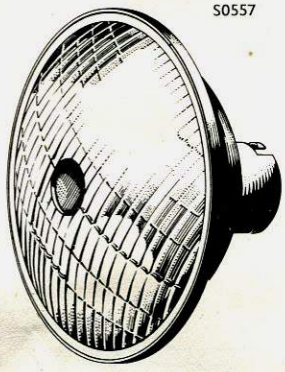
NORTON JUBILEE 250 c.c. TWIN

MODELS PRODUCED FROM NOVEMBER 1958

S0529

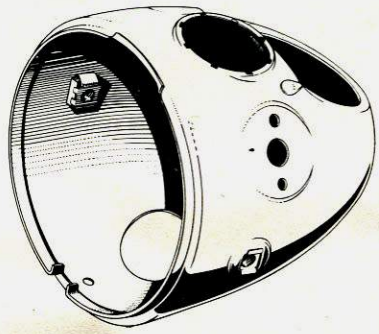
RIM SET

S0557

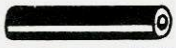


REFLECTOR AND GLASS SET

S0752



LAMP BODY UNIT

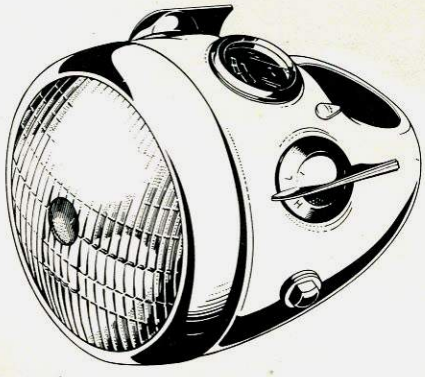
00608  CONNECTOR (SINGLE)

01874  CONNECTOR (DOUBLE)

01975  CONNECTOR (THREE WAY)

S0768
BULB HOLDER UNIT

S1084
HEADLAMP UNIT



S0062
AMMETER SET

S0613
HORN AND DIPPER SWITCH

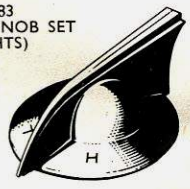
S0064
RIM LOCKING SET

HEADLAMP FIXING SET
S0238

REFLECTOR CLIP SET
(SET OF 4)
S0070

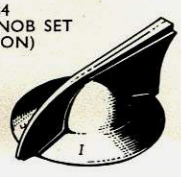
S0895
PILOT BULB HOLDER

S0783
SWITCH KNOB SET
(LIGHTS)

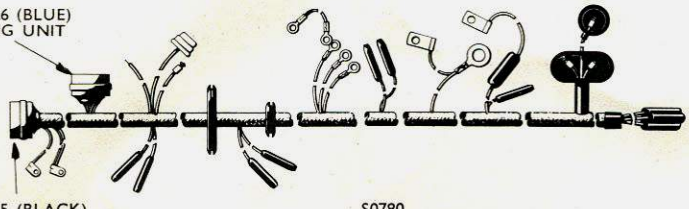


SWITCH
S0781 (LIGHTS)
S0788 (IGNITION)

S0784
SWITCH KNOB SET
(IGNITION)



S0526 (BLUE)
PLUG UNIT



S0525 (BLACK)
PLUG UNIT

S0780
MAIN HARNESS

S0612
DIPPER SWITCH HARNESS

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

REF. HL-3-59

WIRING WIPAC DIAGRAM

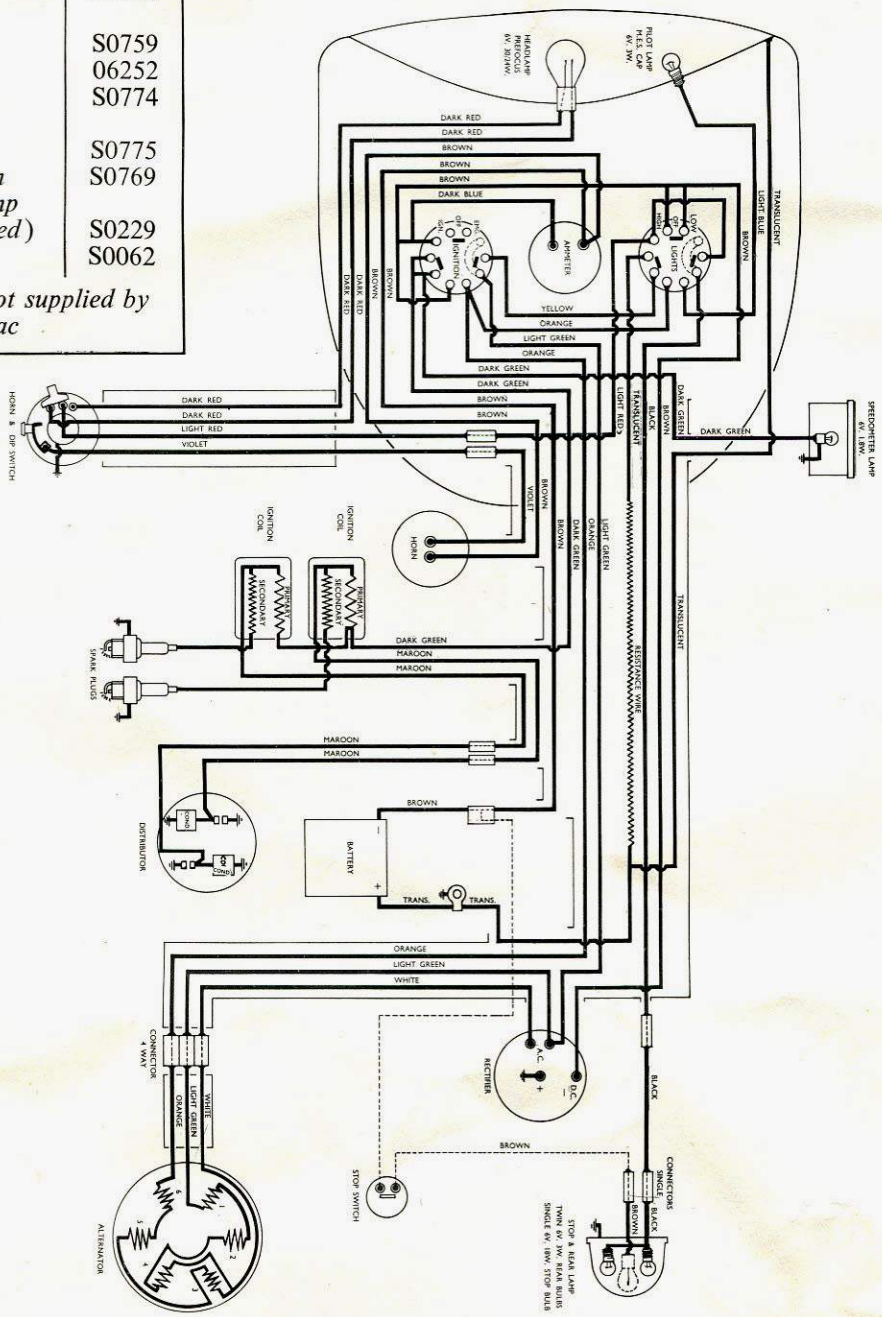
NORTON JUBILEE 250 c.c. TWIN

MODELS PRODUCED FROM NOVEMBER 1958

THE WIPAC GROUP · BUCKINGHAM · BUCKS

UNIT FOR SPARES	*PART No.*
* *Headlamp (less harness and speedometer)*	**S1084**
Harness (Main)	S0780
Horn and Dip Switch	S0682
Dip Switch Harness	S0612
Alternator	G1540
Contact Breaker Plate Unit	S0759
Rectifier	06252
Stop Switch	S0774
Leads Unit (Stop Switch)	S0775
Coil—6v. Ignition	S0769
Stop & Rear Lamp (quote bulb required)	S0229
Ammeter Unit	S0062

* *Speedometer not supplied by Wipac*



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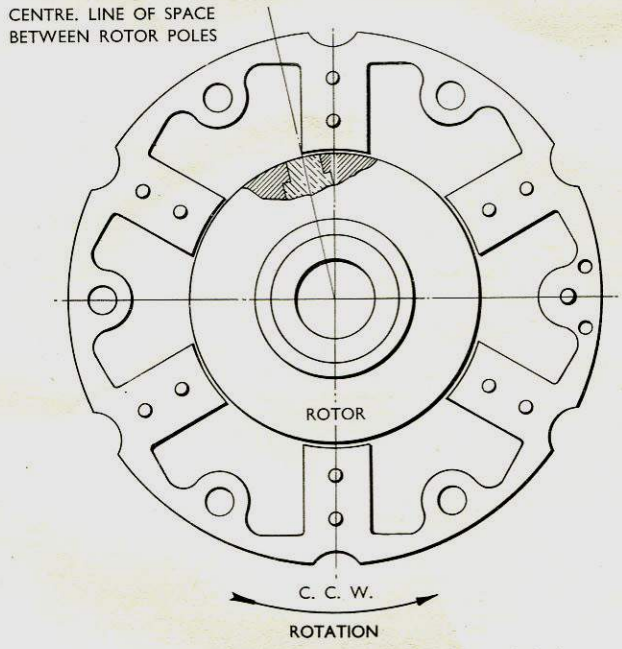
Ref. WD/20/737

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.

Printed in England by the Wipac Group

SERVICE WIPAC BULLETIN	SUBJECT	MOTOR CYCLE HEADLAMP SWITCHES		
	Ref. No.	HL/659	CANCELS	NIL
	AUTHORITY	FKM	INSERT THIS BULLETIN INTO :-	3
	DATE OF ISSUE	1.6.59		

The 1959 design switch is an improvement upon earlier types as follows:—

1. Larger and more easily handled operating lever.
2. Stronger and more definite " clicks ".
3. Better contact between pins and sockets by using FLAT instead of ROUND male contact pins.

   Note: Flat pins fit old and new type rubber sockets.
4. One hole simplified fastening in lamp body.
5. The new 1959 switch as a complete unit with operating knob or lever is INTERCHANGEABLE with the earlier types.

It should be noted that whereas in the earlier switches the lever was turned to align with the appropriate letters on the FIXED escutcheon plate—in the later style switch the letters are on the escutcheon plate which ROTATES with the lever. Therefore, the switch lever should be moved so that the appropriate letter FACES STRAIGHT AHEAD.* When the lever itself is straight ahead the switch is OFF.

SWITCH MARKINGS

3 Position Types

Action	*Old Type*	*New Type*
Head	H	H
Off	Off	*
Low	L	L
Ignition	Ign.	I
Off	Off	*
Emergency	Emg.	E

4 Position Types

Action	*Old Type*	*New Type*
Engine Cut-out	C.O.	E
Off	Off	*
Low	L	L
Head	H	H
Park	P	P
Off	Off	*
Low	L	L
Head	H	H

Note: The 3 and 4 position switches are NOT interchangeable with each other.

Printed in England by the Wipac Group

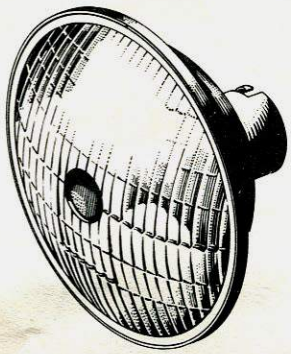
HEADLAMP WIPAC SPARES

B.S.A. Bantam Super D7

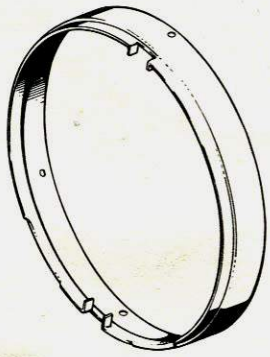
A.C. Circuit

FROM OCTOBER 1958

S0873
RIM

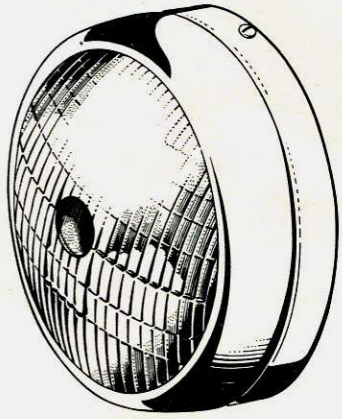


S0507
REFLECTOR AND GLASS SET

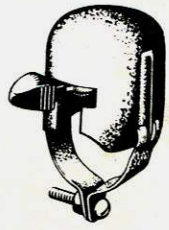


S0874
LAMP ADJUSTER SET

S0768
BULB HOLDER UNIT

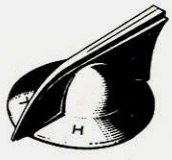


S0856
HEADLAMP UNIT



(CLEAR HOOTER No. 26)
DIPPER SWITCH

S0781
SWITCH (LIGHTS)

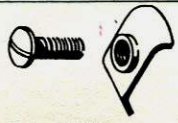


S0783
SWITCH COVER UNIT (LIGHTS)

S0351
PILOT BULB HOLDER

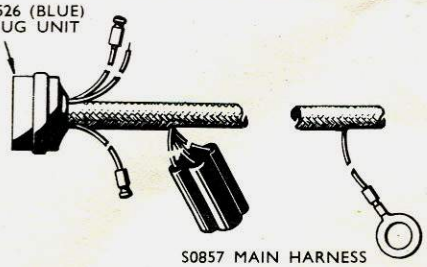
S0887
REFLECTOR CLIP SET
(Set of 4)

O0608
CONNECTOR. (SINGLE)

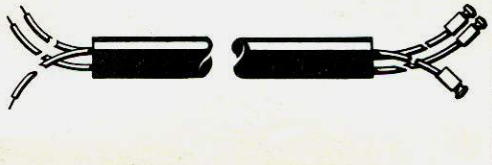


S0909
RIM LOCKING SET

S0526 (BLUE)
PLUG UNIT



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

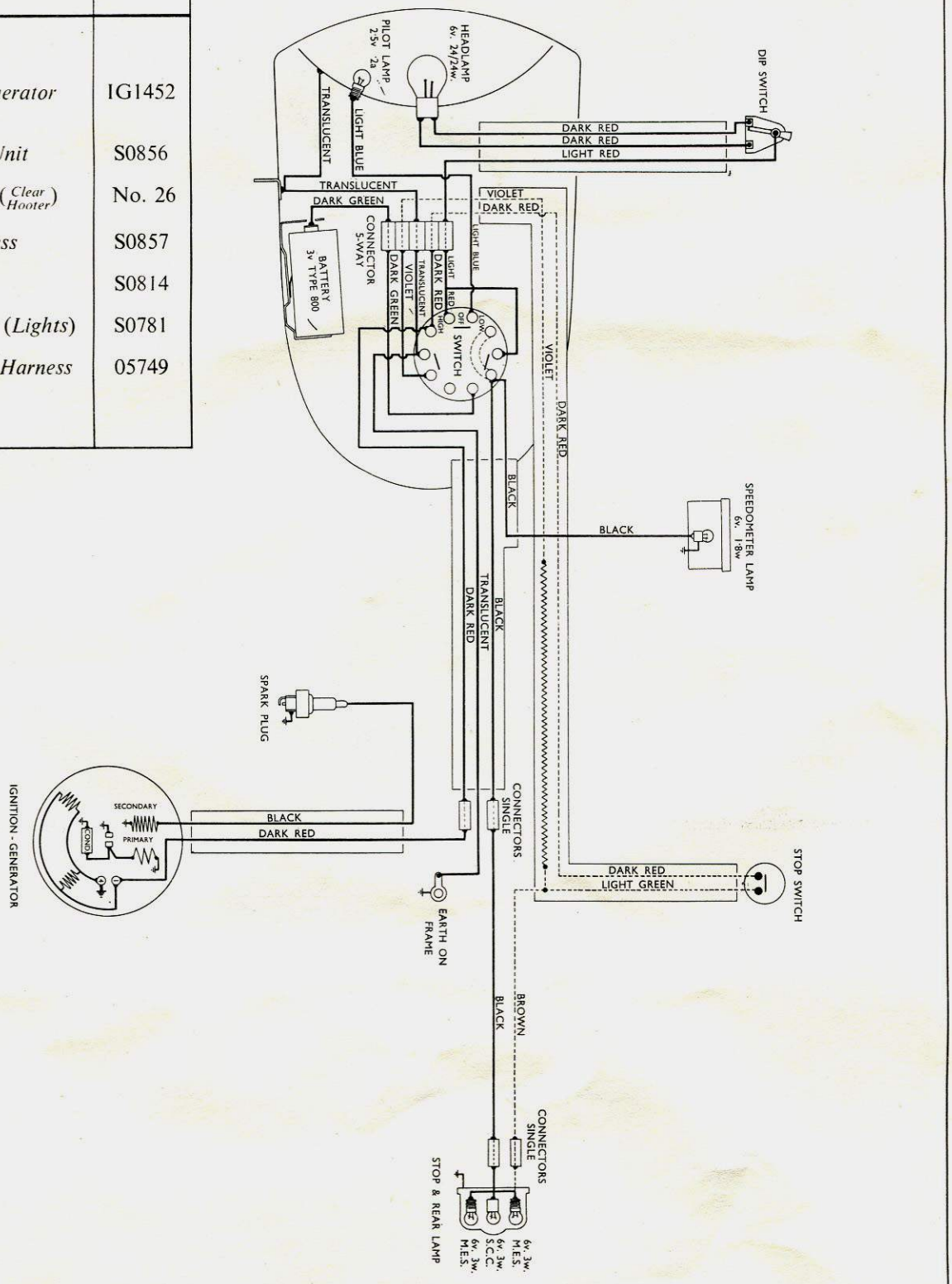
B.S.A. Bantam Super D7

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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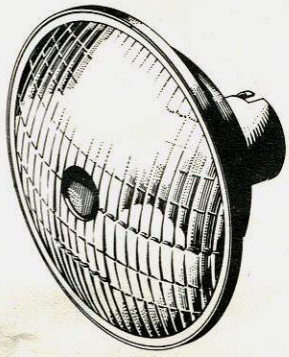
HEADLAMP WIPAC SPARES

B.S.A. Bantam Super D7

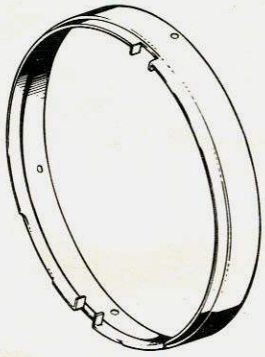
AC/DC Trickle Charge

FROM JULY 1959

S0873
RIM

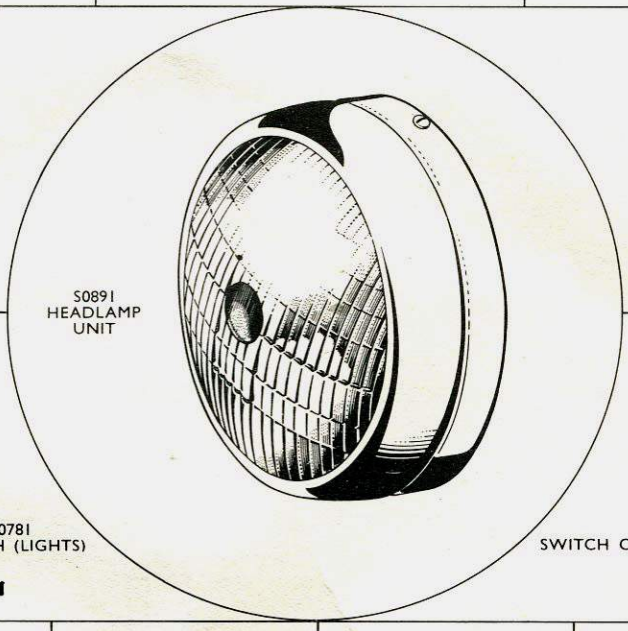


S0507
REFLECTOR AND GLASS SET



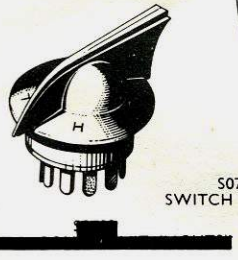
S0874
LAMP ADJUSTER SET

S0768
BULB HOLDER UNIT

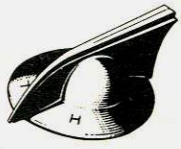


S0891
HEADLAMP UNIT

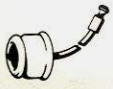
S0613
HORN AND DIPPER SWITCH



S0781
SWITCH (LIGHTS)



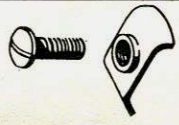
S0783
SWITCH COVER UNIT (LIGHTS)



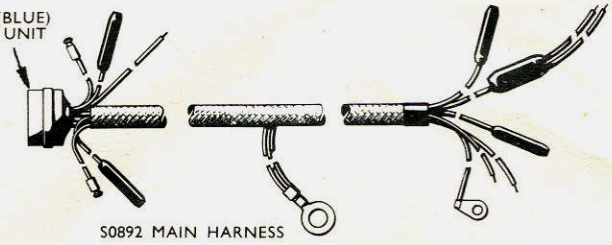
S0351
PILOT BULB HOLDER

S0887
REFLECTOR CLIP SET
(Set of 4)

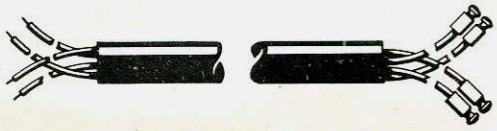
O0608
CONNECTOR (SINGLE)



S0909
RIM LOCKING SET



S0892 MAIN HARNESS



S0612 DIPPER SWITCH HARNESS

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

WIRING
WIPAC
DIAGRAM

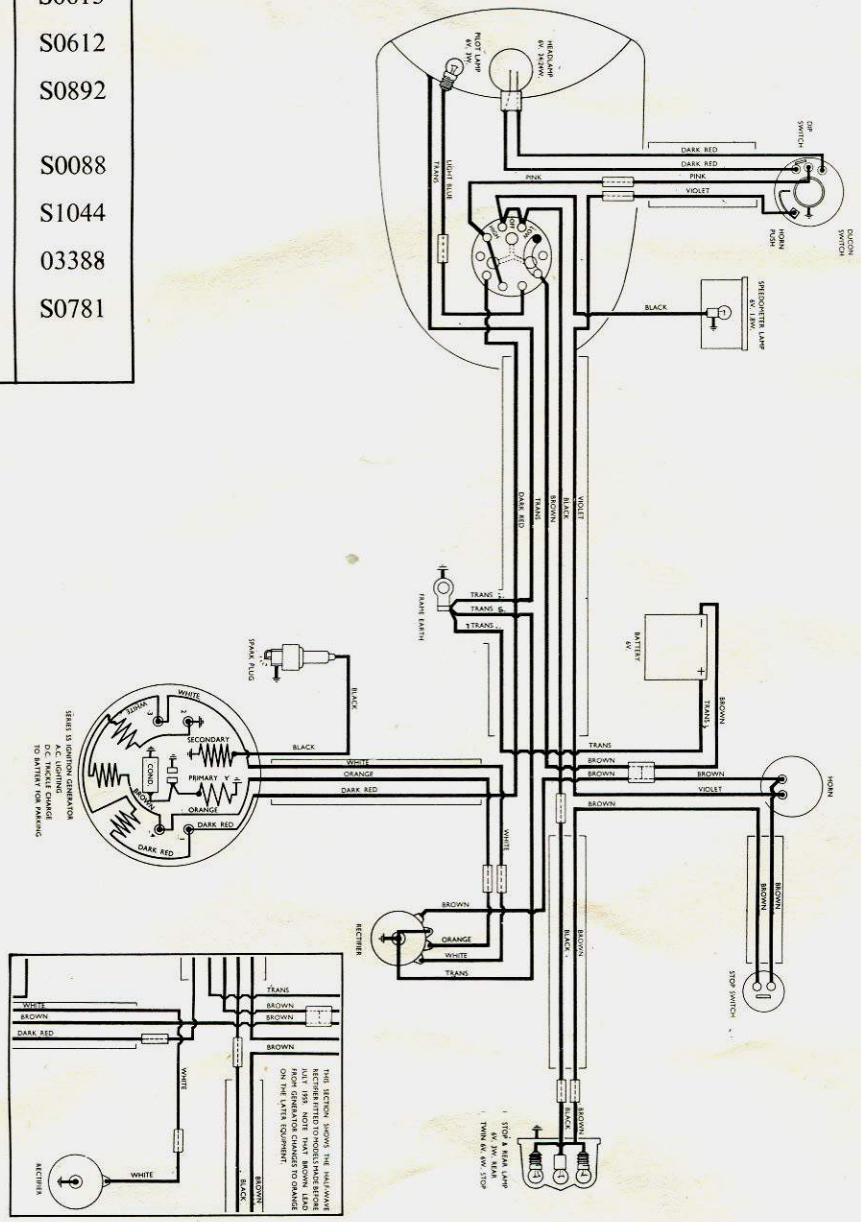
B.S.A. Bantam Super D7

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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Ref. WD/19/767

HEADLAMP WIPAC SPARES

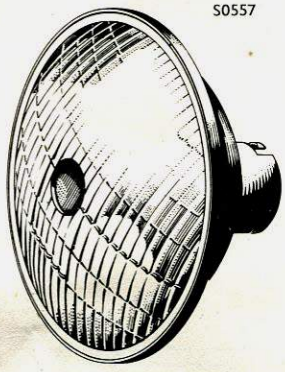
NORTON JUBILEE 250 c.c. TWIN

MODELS PRODUCED FROM NOVEMBER 1958

S0529

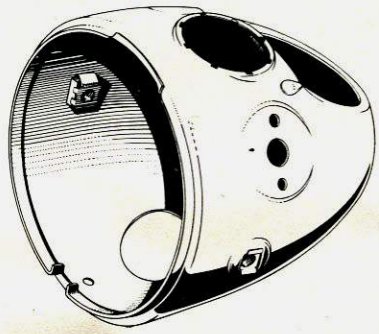
RIM SET

S0557

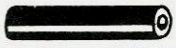


REFLECTOR AND GLASS SET

S0752



LAMP BODY UNIT

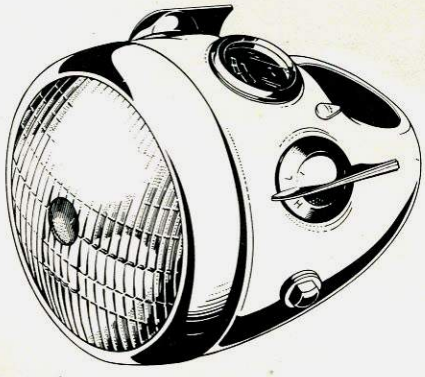
00608  CONNECTOR (SINGLE)

01874  CONNECTOR (DOUBLE)

01975  CONNECTOR (THREE WAY)

S0768
BULB HOLDER UNIT

S1084
HEADLAMP UNIT



S0062
AMMETER SET

S0613
HORN AND DIPPER SWITCH

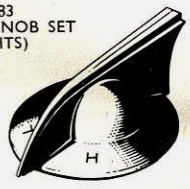
S0064
RIM LOCKING SET

HEADLAMP FIXING SET
S0238

REFLECTOR CLIP SET
(SET OF 4)
S0070

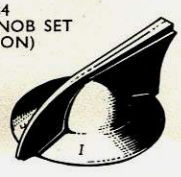
S0895
PILOT BULB HOLDER

S0783
SWITCH KNOB SET
(LIGHTS)

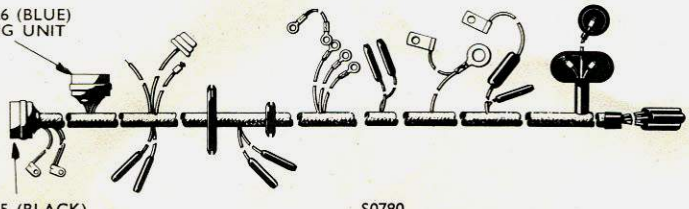


SWITCH
S0781 (LIGHTS)
S0788 (IGNITION)

S0784
SWITCH KNOB SET
(IGNITION)



S0526 (BLUE)
PLUG UNIT



S0525 (BLACK)
PLUG UNIT

S0780
MAIN HARNESS

S0612
DIPPER SWITCH HARNESS

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

REF. HL-3-59

WIRING WIPAC DIAGRAM

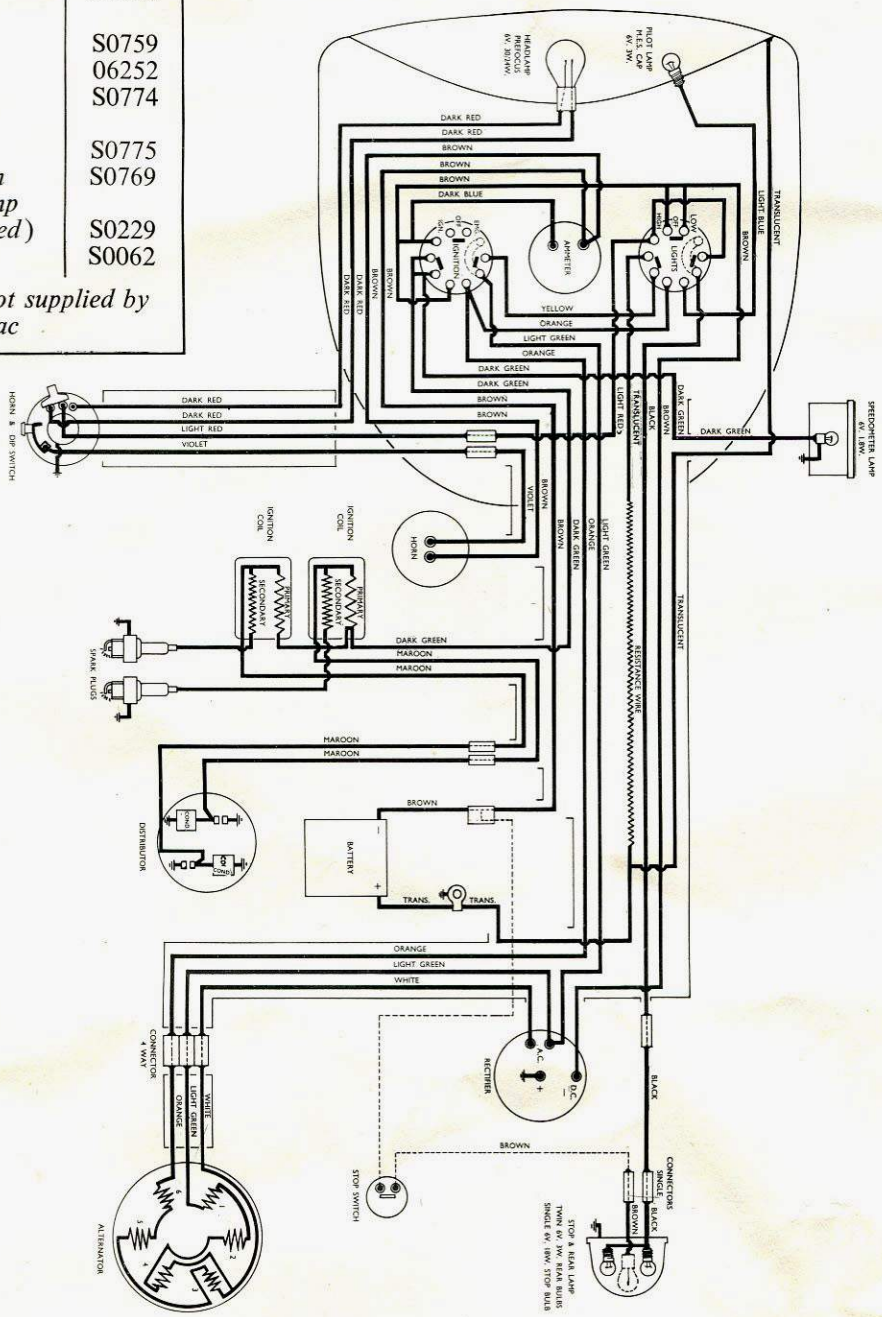
NORTON JUBILEE 250 c.c. TWIN

MODELS PRODUCED FROM NOVEMBER 1958

THE WIPAC GROUP · BUCKINGHAM · BUCKS

UNIT FOR SPARES	*PART No.*
* *Headlamp (less harness and speedometer)*	**S1084**
Harness (Main)	S0780
Horn and Dip Switch	S0682
Dip Switch Harness	S0612
Alternator	G1540
Contact Breaker Plate Unit	S0759
Rectifier	06252
Stop Switch	S0774
Leads Unit (Stop Switch)	S0775
Coil—6v. Ignition	S0769
Stop & Rear Lamp (quote bulb required)	S0229
Ammeter Unit	S0062

* *Speedometer not supplied by Wipac*



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Ref. WD/20/737

WIPAC

LIGHTING EQUIPMENT

TRUCK-LITE
Heavy Duty Rear-Stop Lamp

Series 170

Suitable for COMMERCIAL VEHICLES and MOTOR CARS

With or without REGULATION REFLECTOR

TWIN BULBS

either 12v. 21 watt and 6 watt
or 24v. 24 watt and 6 watt

Available with ALL RED LENS or RED LENS with WHITE PANEL

NO SEALING WASHER

View of Backplate

See how the whole of the backplate is accessible when the lens is removed!

A FURTHER MODEL IN THE RANGE IS AVAILABLE WITH SINGLE BULB AND AMBER LENS FOR DIRECTION INDICATORS.

See separate leaflet

The Wipac "Truck-lite" is essentially a rear lamp of large dimensions being both robust and weatherproof—its lens measuring 3½ in. across by 1¾ in. deep, incorporating when specified, a reflector of a size legally suitable for commercial vehicles and cars. A steel baseplate is employed to house the bulb holders and fixing bolt and it is covered externally by a resilient plastic moulding giving adequate weather protection. The moulding is lipped annularly to receive the red lens thus dispensing with the need of a sealing washer, a further point in its favour, when, in most circumstances, the loss of a sealing washer means the end of weatherproofing. Separate bulbs are used for rear and stop lights. This means convenient and inexpensive bulb replacement. The lamp is also easy to fit, requiring only one hole to accommodate the fixing bolt. Several lenses are available; an all red lens, a red lens with white panel for number plate illumination, and both with or without reflectors, see below.

SO933	All red lens	19s.	6d.
SO932	Red lens with number plate illumination panel	21s.	0d.
SO897	All red lens with regulation reflector ...	21s.	0d.
SO648	With regulation reflector and number plate illumination panel	22s.	6d.
SO896	All amber lens	19s.	6d.

A product of the WIPAC GROUP, Bletchley, England

WIPAC

LIGHTING EQUIPMENT

Reversa-Lite

Wide Angle Beam

No more guessing

when reversing

Easily Fitted

Adjustable mounting

Superior Finish

Available in

6 volt or 12 volt

Series 172

Side view

This side view illustrates clearly the protrusion of the lens, which, together with an effective reflector gives a wide, bright beam of light.

This handsome Reversing Lamp is beautifully finished, neat and functional. It is an essential fitment to cars or light commercial vehicles for complete safety at night—means no more guessing when reversing. A wide angle of light is assured by the protruding lens, and the lamp mounting provides adjustment in all directions before finally tightening the fixing nut. A snap connector is supplied together with approximately 18 ins. of lead which is coiled inside the lamp. Just pull out the length required! Earth return is through the fixing bolt. The lamp can be mounted direct or with the bracket provided. Supplied with a 6 volt, 18 watt bulb or a 12 volt, 18 watt bulb. The type required should be stated when ordering.

PRICE 29/6

Part No. S 0815

A product of the WIPAC GROUP, Bletchley, England

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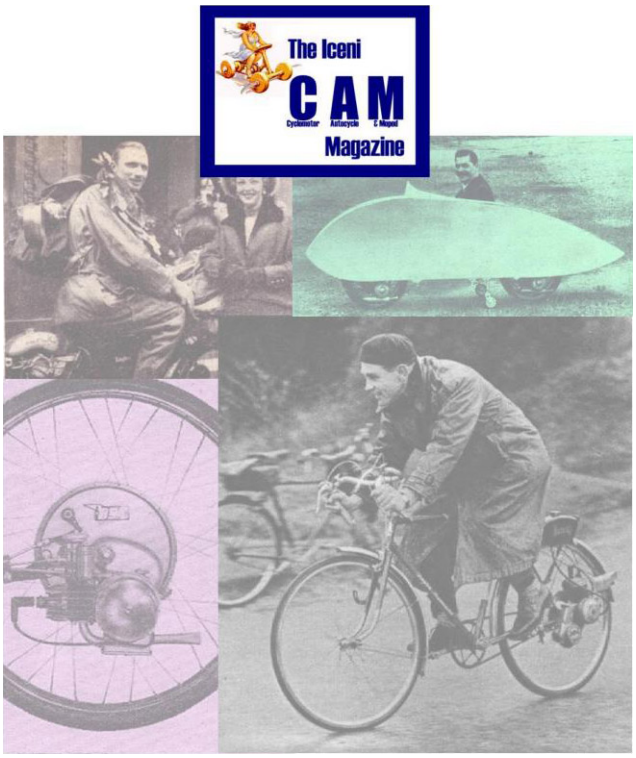

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