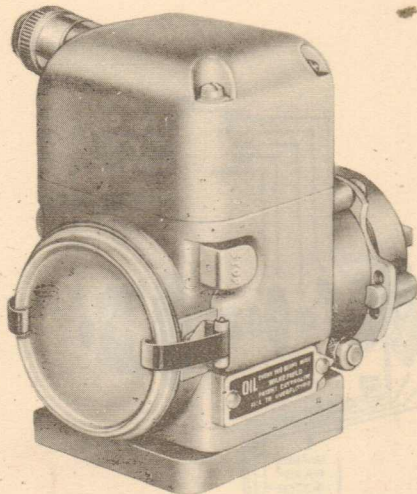


**BRIEF INSTRUCTIONS AND SPARE PARTS LIST FOR****SERIES "A" MAGNETO, SPECIFICATION A-955BZ.****STANDARD EQUIPMENT ON  
ROTARY HOE "GEM."****Description :**

CYLINDER :	Single.
ROTATION :	Anti-clockwise.
MOUNTING :	Base.
CENTRE HEIGHT OF SHAFT :	45 mm.
DRIVE :	Direct coupled (driving dogs $\frac{1}{4}$ " wide).
IMPULSE LAG :	12°
SWITCH :	Push-button (fitted both sides).
H.T. LEAD :	16"
BREAKER POINT SETTING :	.015"
SPARKING PLUG :	Pacy 18S

**SERVICE INSTRUCTIONS****Installation.**

Before installing, remove the Magneto contact breaker cover (2074), hold the impulse lever (A-179X), so that it does not engage with the impulse stop (16-570), and turn the Magneto shaft in an anti-clockwise rotation until the breaker points begin to open. Then turn the engine crankshaft until the piston is approximately  $\frac{1}{8}$ " before top dead centre, making certain that both valves are closed. The Magneto should then be coupled to the engine, taking care that the engine and the Magneto lugs are in proper alignment. This alignment should be checked by turning the engine and at the same time it should be ascertained that the float member does not bind at any stage during a complete cycle.

Care should be taken to ensure that the Magneto fixing screws are sufficiently short so that they are clamping the Magneto down and not bottoming in the tapped holes.

**Timing.**

No adjustment is provided for timing the Magneto, which is unnecessary, as the Magneto is correctly set before leaving the works, so that the starting spark occurs 3° to 5° before top dead centre and the running spark 15° before top dead centre.

**Removal of Magneto.**

Before removing the Magneto from the engine, mark both the Magneto and engine couplings to eliminate any possible error when re-installing.

**Lubrication.**

The Magneto is provided with two spring oilers (1423). Once every 200 hours either one of these oilers should be filled to overflowing with Castrolite. After every 1,000 hours it is necessary to re-lubricate the cam oil pad (1194). 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.

**Impulse Coupling.**

The impulse coupling is designed to give a spark of high density for starting. It automatically cuts out at about 165 r.p.m. The engine should not be run continuously below this speed, as this would cause an unnecessary strain and wear on the impulse parts.

The impulse also provides a retarded spark for starting, automatically advancing it as the engine speeds up, returning to the retarded position when the engine stops.

**Cleaning of Impulse.**

If the impulse becomes clogged with dirt, and the trip arm fails to engage or disengage, or the impulse is sluggish in action, it should be flushed out thoroughly with paraffin, taking care not to allow any paraffin to work its way into the Magneto housing.

**Breaker Point Opening.**

The correct breaker point opening is .015". When re-adjustment is necessary, loosen the screw which locks the fixed contact plate and turn the eccentric-headed screw until the correct opening of points is obtained. Then lock the plate securely.

**Replacement of Breaker Points.**

If the points need replacing, both the fixed and moving points should be replaced at the same time.

To remove the breaker arm, take off the breaker arm clamp screw, lockwasher and clamp washer together with the breaker arm terminal screw and pull the assembly off the breaker arm pivot. The fixed contact plate may then be taken off the breaker arm pivot, after removing the fixed contact screw.

**Removal of Condenser.**

Remove screw holding down the breaker arm spring. The condenser is then taken from the breaker box by removing the two screws (1383).

**Removal of Coil.**

Remove the top cover (RS-1406) and the breaker box cover (2074). Viewing the Magneto from the driving end, remove the right-hand side stop switch (RSX-140) and release the primary lead by loosening the earth stud. Then remove the two screws holding down the core clamps (1384). Turn the Magneto shaft until the magnetism no longer grips the coil core to the main housing, pull the coil (RSX-1410C) and the coil core (X1409) free. The coil is held on the core by a wedge. If the coil is to be replaced, considerable force may be necessary to remove the coil from the core.

In replacing the coil and coil core, be sure that the ground surface of the core is against the housing, that the primary lead to the earthing stud is properly located and that the primary earth lead is fastened under the coil core clamp screw.

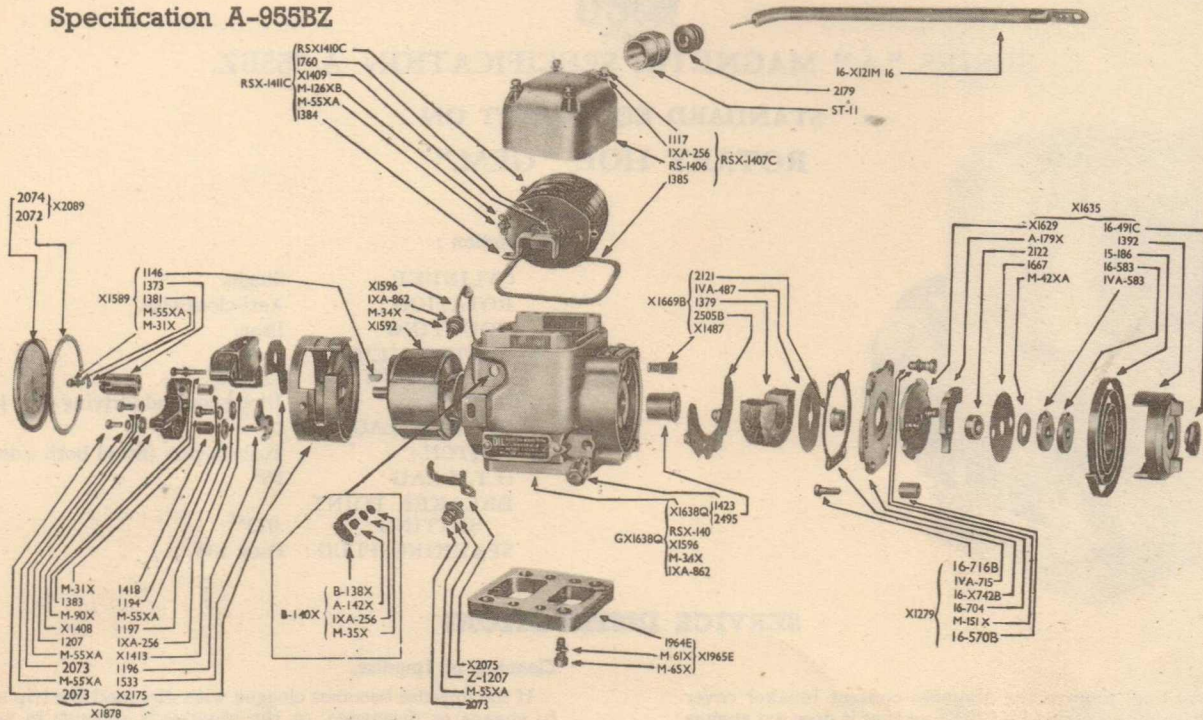


# WICO-PACY SALES CORPORATION LIMITED · BLETCHLEY · ENGLAND

Northern Area Branch and Service Depot: 7, PARK SQUARE, LEEDS, I

## WICO TYPE "A" MAGNETO

Specification A-955BZ



### SPARE PARTS LIST

Part No.	Quantity	Description	Part No.	Quantity	Description
ST11	1	Terminal Nut (includes 2170)	1381	1	Cam Screw Lock Plate
M-31X	1	Cam Screw	1383	2	Condenser Screw
M-31X	1	Fixed Contact Screw	1384	2	Coil Core Clamp
M-34X	4	Earth Stud Insulating Bushing	1385	1	Cover Gasket
M-35X	2	Earth Stud Insulating Washer	1392	1	Drive Cup
M-42XA	1	Driven Flange Spacing Washer	RS-1406	1	Cover Unit
M-55XA	1	Cam Screw Lock Washer	RSX1407C	1	Cover Group
M-55XA	2	Coil Core Clamp Screw Lock Washer	X1408	1	Breaker Arm Group
M-55XA	1	Fixed Contact Screw Lock Washer	X1409	1	Coil Core Group
M-55XA	1	Breaker Arm Clamp Screw Lock Washer	RSX1410C	1	Coil Group
M-55XA	2	Breaker Box Screw Lock Washer	RSX1411C	1	Coil and Core Group
M-55XA	1	Breaker Arm Spring Screw Lock Washer	X1413	1	Condenser Group
M-61X	4	Base Plate Screw Lock Washer	1418	1	Breaker Arm Spacer
M-65X	4	Base Plate Screw	1423	2	Oiler
M-90X	2	Condenser Screw Lock Washer	X1487	1	Oil Scraper Assembly
16-X121M	1	H.T. Lead Wire 16"	1533	1	Condenser Case Gasket
M-126XB	2	Coil Core Clamp Screw	X1589	1	Cam Unit
B-138X	2	Stop Button Contact	X1592	1	Rotor Assembly
B-140X	1	Stop Button Group	X1596	1	Ground Stud Group (2 screws connecting wire and breaker lead)
A-142X	2	Stop Button Nut	X1629	1	Driven Flange Group (arms not included)
M-151X	4	End Plate Screw Lock Washer	X1635	1	Impulse Coupling Unit
A-179X	1	Trip Arm	GX1638Q	1	Main Housing Assembly
15-186	1	Drive Spring	X1638Q	1	Main Housing Unit
IXA-256	2	Earth Stud Washer	1667	1	Drive Spring Retainer
IXA-256	1	Fixed Contact Screw Washer	X1669B	1	Oiling Disc Unit
IXA-256	4	Cover Screw Washer	1760	2	Coil Gasket
IVA-487	1	Oiling Disc	X1878	1	Breaker Assembly
16-491C	1	Impulse Lock Nut	1964E	1	Base Plate
16-570B	1	Impulse Stop	X1965E	1	Base Plate Unit
16-583	1	Impulse Stop	2072	1	Breaker Box Gasket
IVA-583	1	Drive Cup Spacing Washer (brass)	2073	2	Breaker Box Cover Screw
16-704	4	Drive Cup Spacing Washer (steel)	2073	1	Breaker Arm Clamp Screw
IVA-715	1	End Plate Screw	2073	1	Breaker Arm Spring Screw
16-716B	1	End Plate Gasket	2074	1	Breaker Box Cover
16-X742B	1	Impulse Stop Screw	X2075	2	Breaker Box Clip Assembly
IXA-862	2	End Plate	X2089	1	Breaker Box Cover Unit
1117	4	Earth Stud Insulating Washer	2121	1	Impulse Spacer
1146	1	Cover Screw	2122	1	Driven Flange Spacer
1152	1	Cam Key	X2175	1	Breaker Assembly Housing
1153	1	Oil Scraper (part of X1487)	2179	1	Lead Wire Bushing
1172	1	Oil Scraper Spring (part of X1487)	2264B	2	Coil Wedge (part of X1411)
1194	1	Oil Catcher (part of X1638)	2495	2	Main Housing Bushing
1196	1	Cam Oil Pad	2505B	1	Oil Pad Spring Group
1197	1	Fixed Contact	185	1	Pacy Spark Plug
1197	1	Breaker Arm Spacing Washer			
1207	1	Breaker Arm Clamp Washer			
Z1207	2	Breaker Box Screw Washer			
X-1279	1	End Plate Group			
1328	2	Earth Stud (part of X1596)			
1373	1	Cam			
1379	1	Main Oil Pad			
Z1207	2	Breaker Box Screw Washer			

† Includes all parts bracketed against this number on illustration above. To ensure receiving the correct spares, please quote Magneto Specification Number together with Part Number required.

Effective Jan. 1st, 1941. These prices are subject to increase in accordance with any advance in the cost of material and labour at the time of receiving your order.