

# LUCAS WORKSHOP INSTRUCTIONS

## MOTOR CYCLE ROTATING ARMATURE MAGNETOS

### REDESIGNED RING CAM CONTACT BREAKER

#### Supplementary Information to Section L-5 Part A.

The ring cam contact breaker fitted to certain rotating armature magnetos (including models NC1, KNC1, K1F, N2, KN2L, KNV, K2F and K2FC) has been redesigned to allow higher speeds of operation and to incorporate a simpler method of contact adjustment. In addition to employing a contact breaker lever of reduced inertia, the new design permits common components to be used in the manufacture of units for clockwise and anti-clockwise rotation. However, conversion of a unit from one rotation to the other should not be attempted in service, due to the special rivetting and brazing process involved in securing the contact to the fixed contact plate.

The redesigned contact breaker is interchangeable with the older pattern, provided the new shorter straight-shanked securing screw is fitted in place of the former longer screw, the shank of which had a 17° taper for  $\frac{3}{8}$ " (4.76 mm.) below the head.

The contact breaker lever is secured to the pivot post with a push-on retaining ring. This ring must be renewed whenever the lever is removed from the post.

Fibre washers of varying thickness are fitted below the contact breaker lever to ensure vertical alignment of the fixed and moving contacts.

#### CONTACT BREAKER ADJUSTMENT

The fixed contact plate is secured by a single screw passing through a slotted hole in the plate. To adjust the contact breaker gap, turn the engine until a position of maximum contact separation is reached, slacken the screw and, using a screwdriver in the manner shown in Fig. 2, adjust the gap to 0.012"—0.015"

Tighten the screw and check the setting. A flat steel gauge of appropriate thickness should be a sliding fit between the contacts.

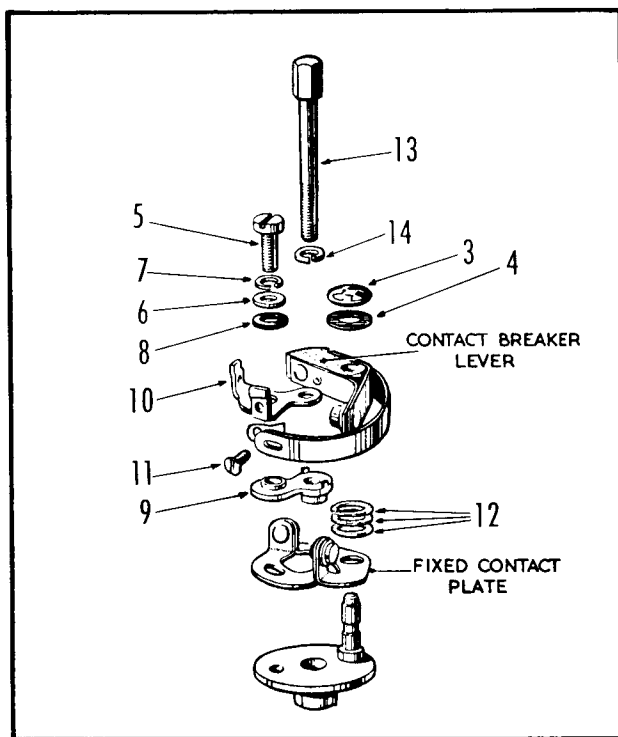


Fig. 1 Contact breaker, dismantled

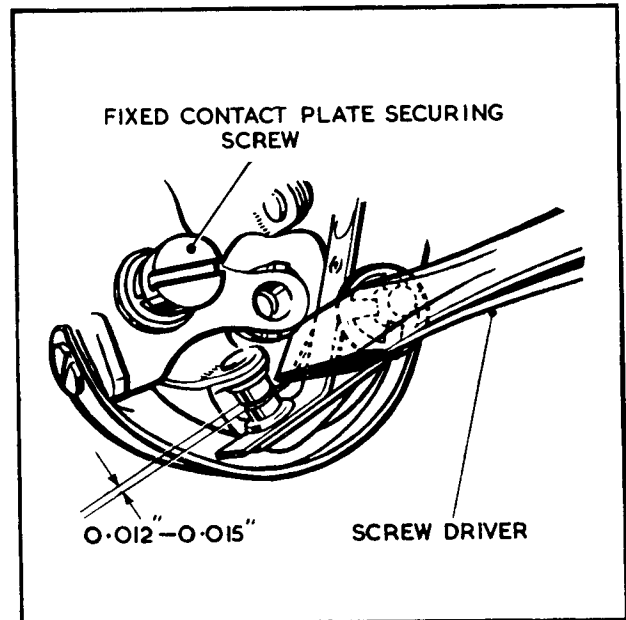


Fig. 2 Adjusting contact breaker gap

#### LUBRICATION—EVERY 3,000 MILES

Smear the cam ring inside and out with Mobilgrease No. 2. Apply a spot of clean engine oil to the tip of the pivot post. **NO OIL MUST BE ALLOWED ON OR NEAR THE CONTACTS.**

Part number, description and list price of replacement parts are shown on back of this page.