

fixing the flywheel in relation to the piston as described, the flywheel is turned clockwise until the piston is at the top of the compression stroke. An arrow is then stamped on the armature plate rim and also directly opposite and in line, an arrow is stamped on the inside edge of the flywheel. These marks enable a rough check to be made with the cylinder head in position, but if accurate timing is required, the head should be removed so that the magneto contact points can be accurately set in relation to piston position.

### (30) MAGNETO CONTACT BREAKER

The contact breaker assembly for the original Marks 10, 12 and 15 engines is illustrated in Fig. 15. This was later replaced by an assembly as Fig. 16. The contact breaker for the Mark 10/1 and 12/1 engines is as shown in Fig. 17. Mark 10/2, 12/2 and 15/2 engines in Fig. 18.

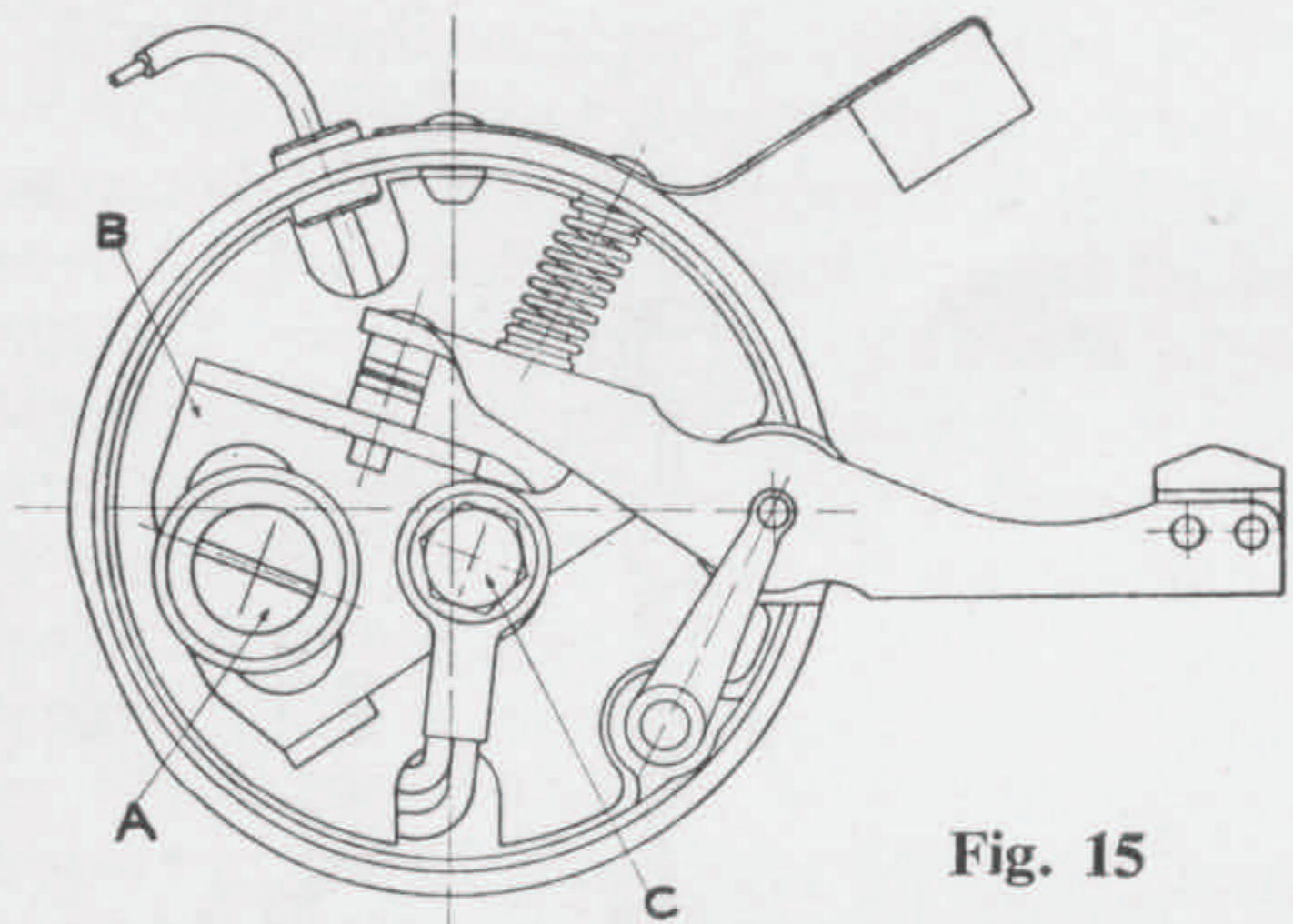


Fig. 15

- A—Screw for Fixing Point Bracket
- B—Adjustable Point Bracket
- C—Terminal for Coil and Condenser Leads

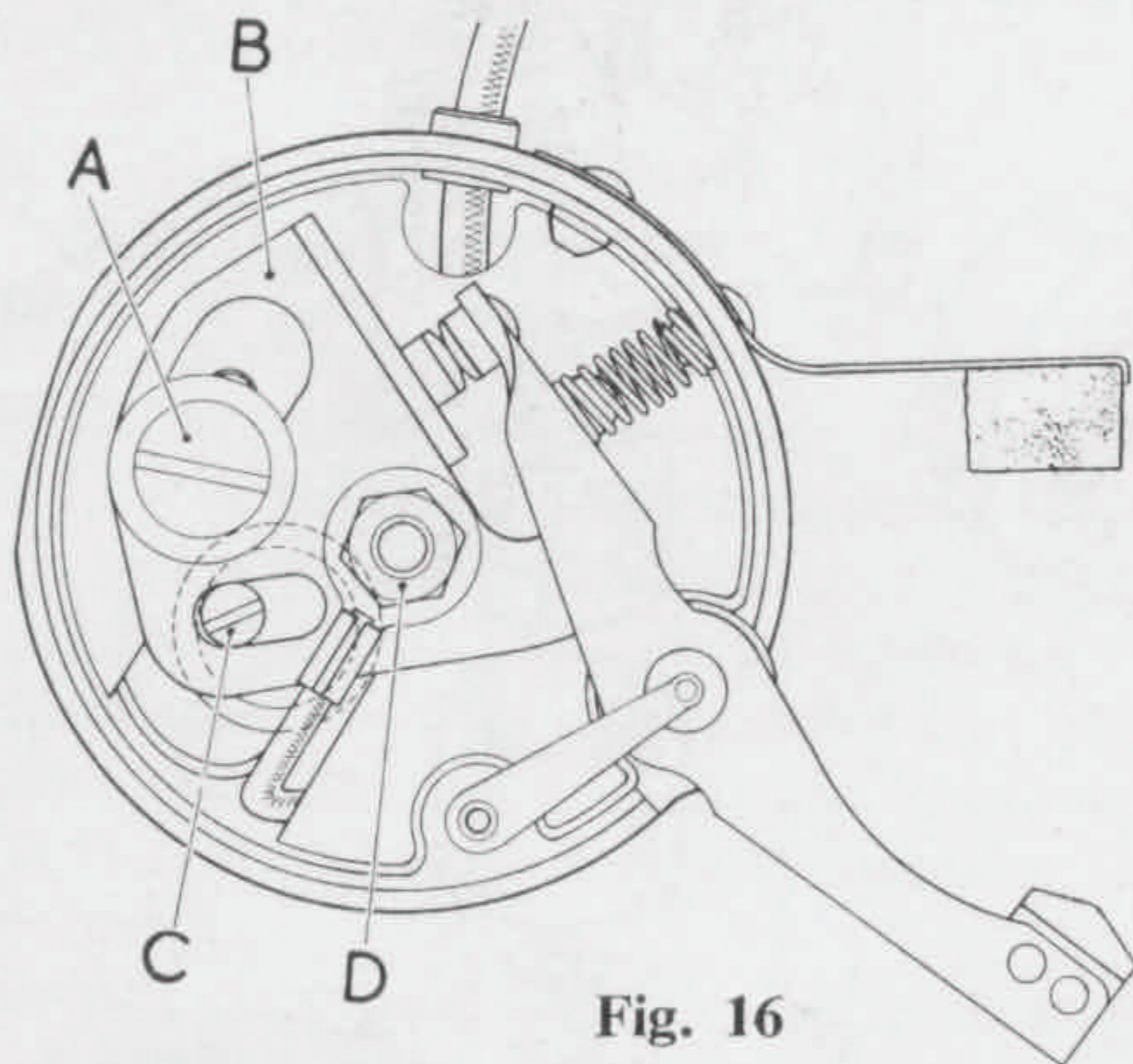


Fig. 16

- A—Screw for Fixing Point Bracket
- B—Adjustable Point Bracket
- C—Adjusting Cam
- D—Terminal for Coil and Condenser Leads

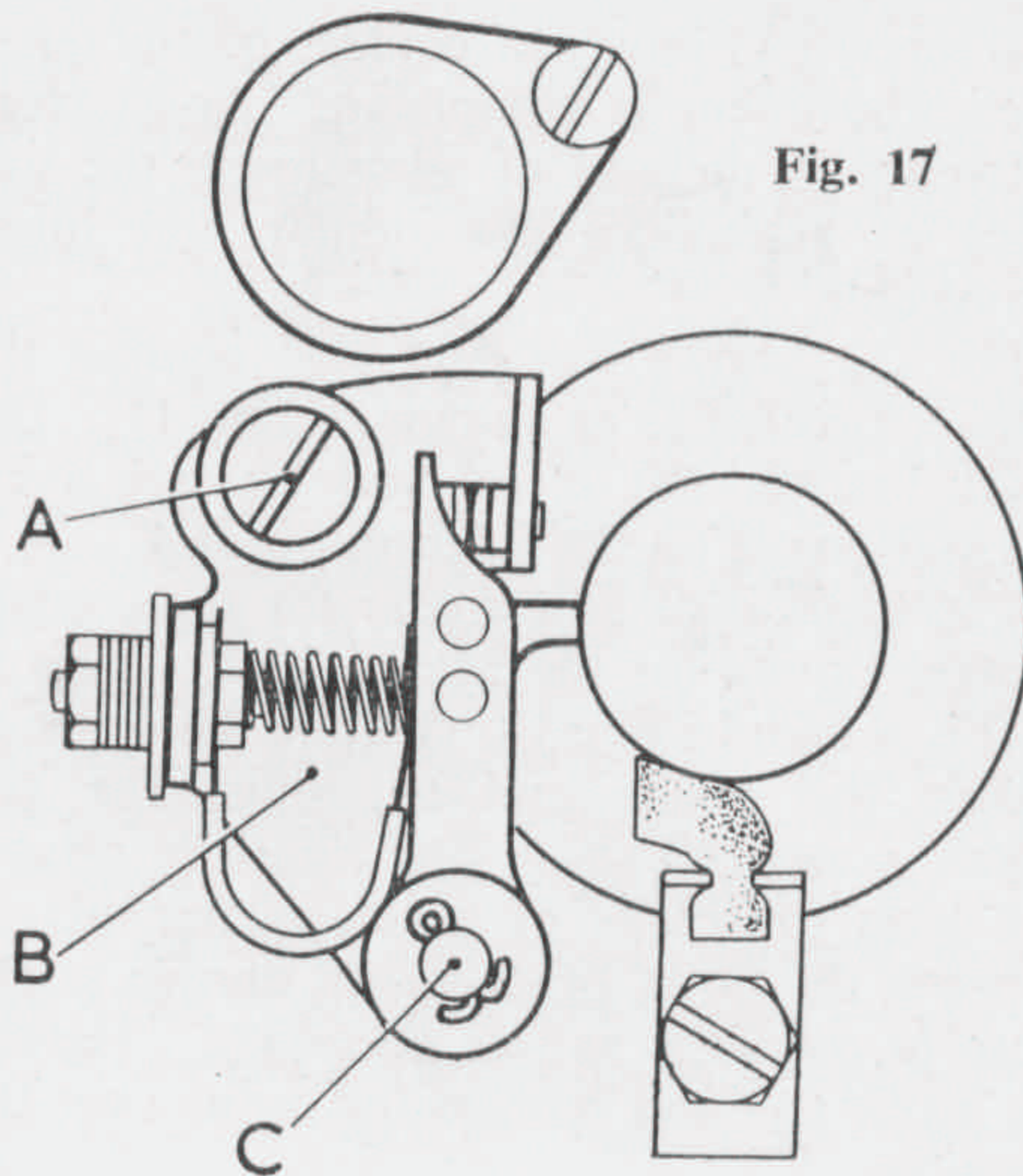


Fig. 17

- A—Screw for Fixing Point Bracket
- B—Adjustable Point Bracket
- C—Rocker Arm Fulcrum Pin

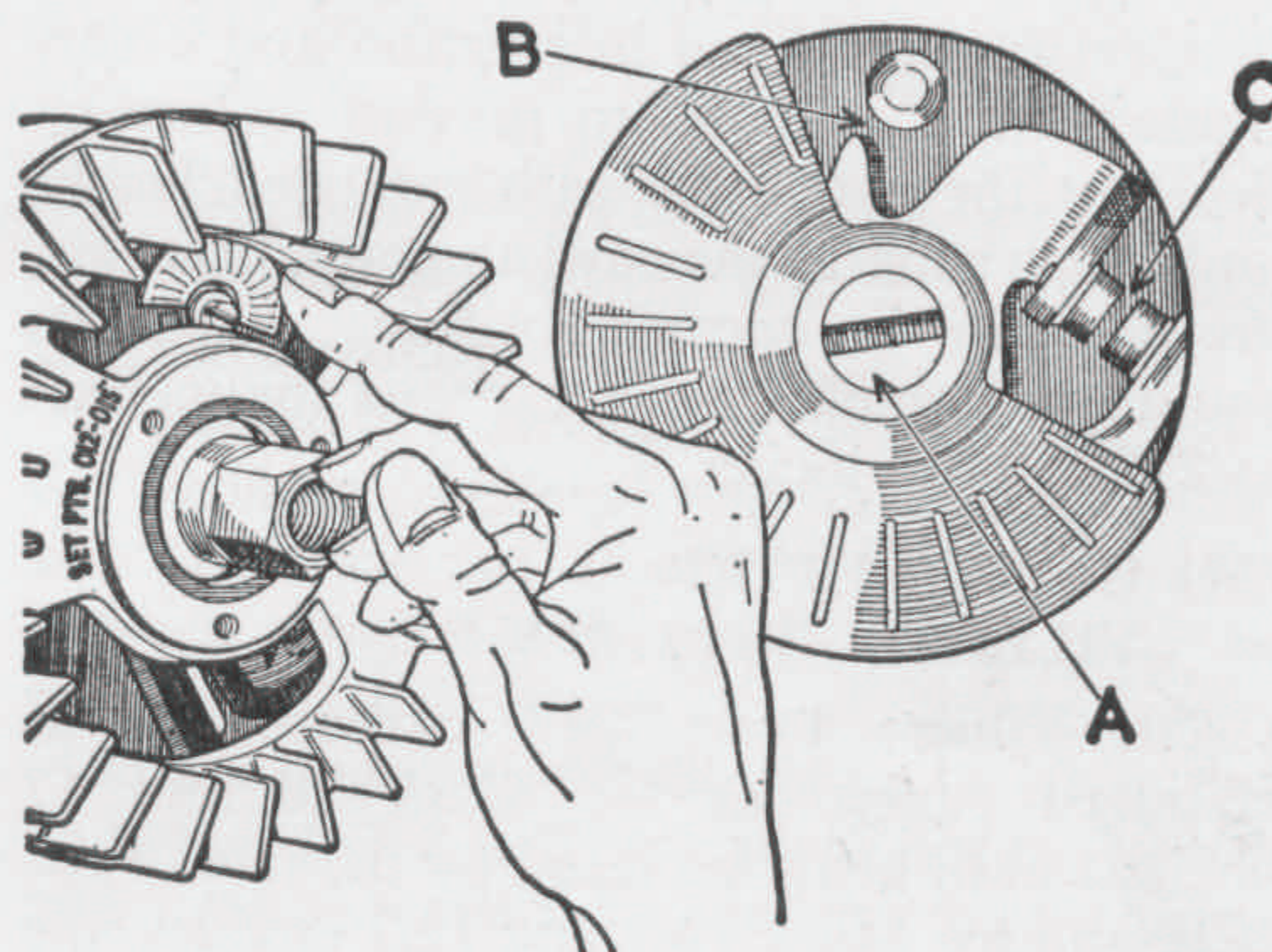


Fig. 18

- A—Screw for fixing Point Bracket
- B—Adjustable Point Bracket
- C—Point Gap—.015"/.012"

The method of operation is the same for all three types of contact breakers. The rocker arm with contact point is operated by a cam which is part of the flywheel centre boss. The other contact point is fixed to a bracket which is adjustable so as to give the correct gap when fully opened. In the original contact breaker (Mks. 10 and 12) Fig. 15, the point bracket (B) is adjustable after releasing the screw (A). In the later type, Fig. 16, the bracket is secured by the screw (A) and after release of this screw the bracket is adjusted by turning the cam (C) anti-clockwise to widen the point gap and vice-versa.