



SERVICE

BULLETIN



Service Release #6-73
May 9, 1960

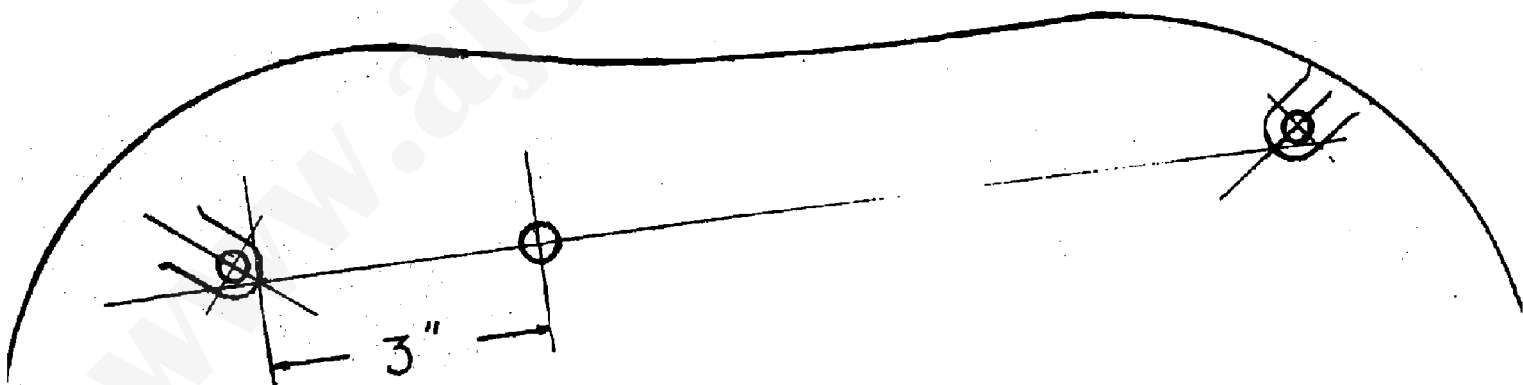
MATCHLESS 1960 - G2CS Ignition Information

To make it easy and fast to check the timing of the magnetic break and the opening of the contact breaker points at competition events or when special timing equipment is not available, the following information is supplied .

A hole can be drilled in the primary drive cover so the center of the space between the rotor magnets can be positioned in the proper relation to the tip of the stator pole.

A line is drawn from the center of the upper front and rear primary drive cover screw recesses and a measurement of 3 inches rear of the front recess, as shown in the sketch, locates the hole. An "R" drill and 1/8 inch pipe tap are used to thread the hole. A slotted 1/8 inch pipe plug will not project to cause any interference with the operator's boot or clothing.

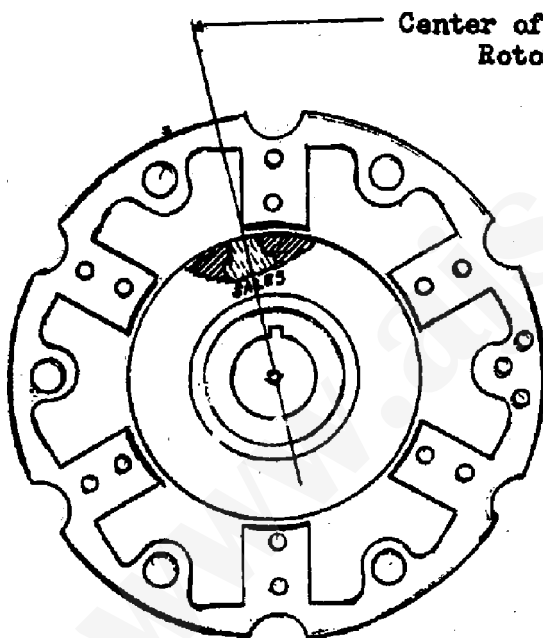
The primary drive cover must be removed and the alternator stator taken out of the cover to prevent damage when drilling and tapping the hole.



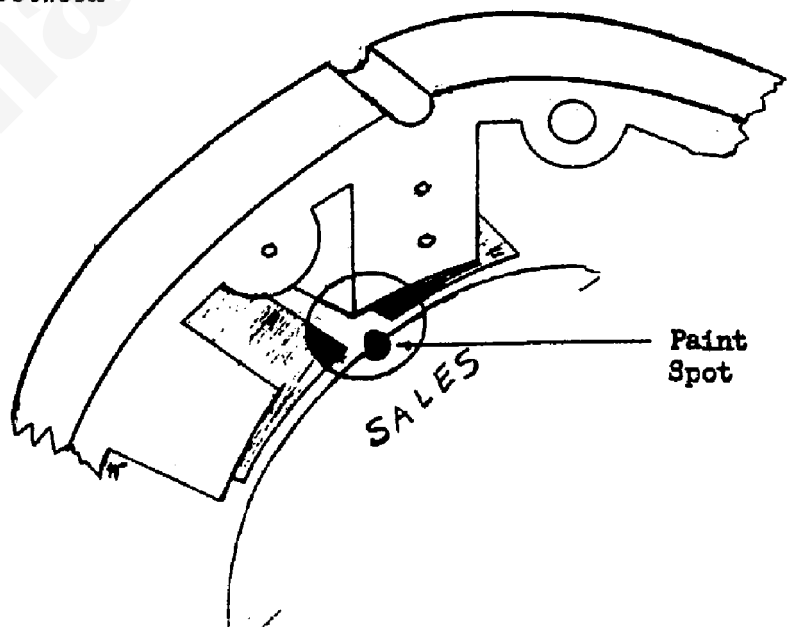
While the cover is off, it is a good plan to put a spot of paint at the center of the space between the rotor magnets which is used for timing. This will make it easier to locate with the cover in place. The space used is 30 degrees counter-clockwise (to the left) of the keyway or above the words "SALES."

To time the engine by this method -

1. Be sure the points are adjusted to .018".
2. Rotate until the intake valve is closed and the piston is starting up on the compression stroke.
3. While rotating the engine slowly, watch the rotor through the timing hole (a flashlight will help) and stop when the center of the space and paint spot are directly under the tip of the stator pole*
4. Hold the advance weights in the fully advanced (out) position. Loosen the two clamp screws and rotate the contact breaker until the points just open. (Use a piece of cellophane, a .001" feeler blade or a test lamp to indicate opening.) Secure the clamp screws.
5. Rotate engine and stop as the points just open. Then check through the timing hole for the position of the rotor.



End View of Alternator



Rotor Segment at Tip of Stator Bar