

LOCATION OF FAULTS

Action sequences will be found on pages 41 and 42

AMMETER.

1. Shows neither charge nor discharge in all switch positions.

Ammeter faulty. Replace.

ENGINE RUNNING. SWITCH AT "IGN."

2. Shows discharge.

Check wiring connections. If O.K. apply ACTION No. 1.

3. Needle fluctuates.

Check wiring connections. If O.K. apply ACTION No. 1.

ENGINE NOT RUNNING.

1. Shows no discharge with switch in "IGN" position.

Turn over engine with kick starter and recheck needle position. If still at "zero" switch on lights to test if battery discharged. If so see "BATTERY." If battery charged check wiring connections and apply ACTION No. 2. Needle should "flick" when engine is turned over and switch at "IGN."

2. Shows discharge with both switches "OFF."

Disconnect battery negative lead. If discharge is still registered, needle is out of position. If needle returns to "zero" check for a short in wiring. If there is no short and a discharge is still shown with battery connected, remove wires from rectifier. If needle returns to "zero" there is a fault in the rectifier. When a discharge is still shown with rectifier disconnected, take off primary chain-case outer, and check all loop wires on stator to make certain they are not fouling the rotor.

ENGINE.

1. Will not start with switch in "IGN" position.

Switch on lights to check if battery discharged. (If so see "BATTERY"). If O.K. switch to "EMG." If engine starts check wiring connections and switch.

2. Starts on "IGN" but will not start on "EMG."

Check connections. Check if alternator is generating by running on "IGN" and observing ammeter. If no charge apply ACTION No. 1. If O.K. ignition is probably too far advanced. Re-time.

3. Will not start with switch in "IGN" or "EMG" position.

Check connections. If O.K. apply ACTION No. 2.

4. Starts on "EMG" but will not accelerate.

Check ignition timing. Probably too far advanced.

5. Starts with switch on "IGN" but commences to misfire after running for a few minutes.

Coil probably defective. Apply ACTION No. 2. If O.K. apply ACTION No. 1.

6. After running normally for a considerable mileage, engine starts misfiring.

Do not confuse with 5. Check connections. If O.K. apply ACTION No. 1.

To get home in an emergency with series B equipment, take the following action when engine will run unless the alternator is unserviceable.

1. Disconnect all alternator leads.
2. Join alternator purple and grey direct to coil terminal S.W.
3. Join alternator yellow direct to alternator rectifier lead. If rectifier has been tested and one side found faulty, use the other connection.
4. Join alternator red to alternator green.

Note: Do not conclude that engine trouble is due to an ignition fault until other possibilities, such as faulty plugs, dirty carburettor, etc., have been investigated.