



Data Sheet No. 7

Subject: Fault-finding - Loss of power, poor performance, overheating, etc..

Date: June 1992

Loss of power, poor performance, overheating, etc..

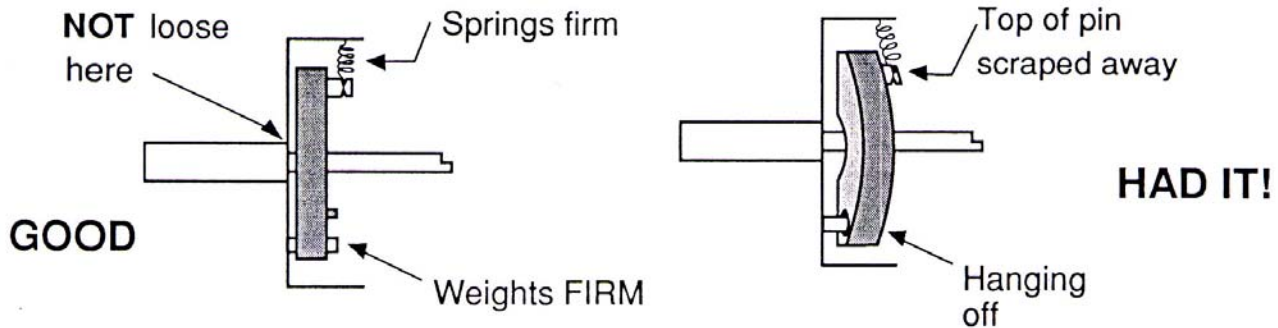
Retarded ignition will give these symptoms, and when a distributor is worn, or wearing out, it will retard the ignition, provided the actual driving dog is fitted in the correct position in the first place.

Remove the condenser, and by looking through the hole thus left, you can see the weights and springs.

From each weight a spring connects to an anchorage at the side, and each weight is pivoting on a peg. Both spring anchorage and peg are part of the baseplate and shaft assembly. The base plate is **FIXED** to the central shaft. It should have no movement in it.

To test this, put a finger through the condenser hole, and hold it firmly against one of the outside spring anchorages. With the other hand, attempt to turn the driving dog backwards and forwards. **ANY MOVEMENT OF THE DOG SHOULD MOVE YOUR FINGER CORRESPONDINGLY.** If you can move the dog *without* moving your finger, then the shaft is **LOOSE** in the baseplate. A new shaft and baseplate is needed.

Next check the weights and springs. One spring is longer than the other ... but neither spring should be so loose as to fall off. The hole in the weight which fits over the peg on the baseplate is a fairly tight fit on this peg ... and **CIRCULAR**. If the hole is enlarged, and oval, and the weight is a floppy fit, weights are needed. To test if floppy ... shake the distributor on its side, the weights should not flop outwards ... a sure sign of which is a shiny or scratched patch on the top of the spring anchorage on the weight, which indicates that the weight is already beginning to catch on the underneath of the top plate.

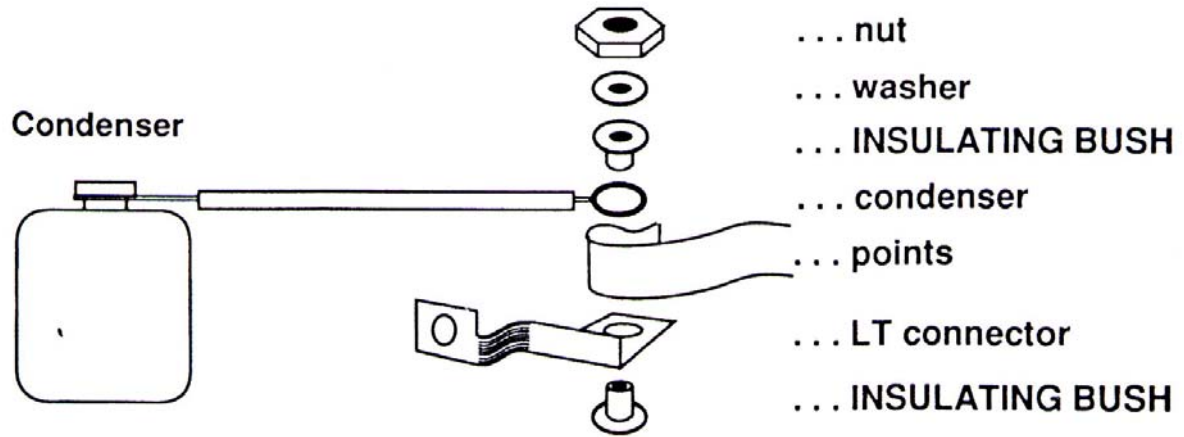


When reassembling a dismantled distributor ... or after fitting new points, check that the condenser/ points assembly has been correctly assembled, and that the **insulating bushes** or **top hat washers** are not only in the right place, but are **NOT** oily, broken or cracked ... as these faults can give very poor performance ... if the machine will go *at all!*



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