

77. Technical Data

Specific gravity of electrolyte for filling the battery.

U.K. and Climates normally below 90°F (32.2°C)		Tropical Climates over 90°F (32.2°C)	
Filling	Fully charged	Filling	Fully charged
1.260	1.280/1.300	1.210	1.220/1.240

Every 1,000 miles (1,500 k.m.) or monthly, or more regularly in hot climates the battery should be cleaned as follows. Remove the battery manifold (cell cover) and clean the battery top. Examine the terminals: if they are corroded scrape them clean and smear them with a film of petroleum jelly, such as vaseline. Check that the vent holes are clear.

Maximum permissible electrolyte temperature during charge

Climates normally Below 80°F (27°C)	Climates between 80-100°F (27-38°C)	Climates frequently above 100°F (38°C)
100°F (38°C)	110°F (43°C)	120°F (49°C)

Notes

The specific gravity of the electrolyte varies with the temperature. For convenience in comparing specific gravities, they are always corrected to 60°F., which is adopted as a reference temperature. The method of correction is as follows:

For every 5°F. below 60°F. deduct .020 from the observed reading to obtain the true specific gravity at 60°F. For every 5°F. above 60°F., add .020 to the observed reading to obtain the true specific gravity at 60°F.

The temperature must be indicated by a thermometer having its bulb actually immersed in the electrolyte and not the ambient temperature. To take a temperature reading tilt the battery sideways and then insert into the electrolyte.

It is extremely important that the battery is correctly connected into the circuit to avoid damage to the electrical equipment. All machines use a positive (+ve) earth system. Refer to Fig. 24 which shows the correct method of connecting the battery.

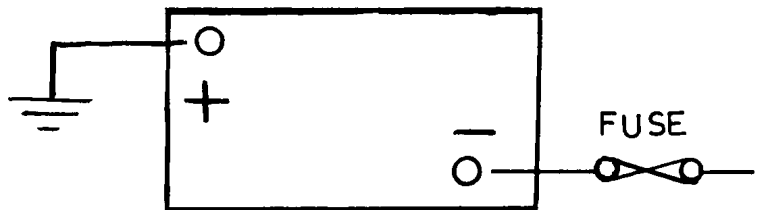


Fig. 24

COIL IGNITION SYSTEM

78. Description

The coil ignition system comprises two ignition coils and a contact breaker fitted in the timing cover and driven by the exhaust camshaft. The ignition coils are mounted to the rear of the vertical partition behind the battery. To gain access to the coils it is first necessary to remove the rear mudguard carrier assembly (Subsection 114) the coil cover can now be removed after undoing the two fixing bolts. It may first be necessary to slacken off the two bolts clamping the top of the

partition to the frame. The cover must first be moved to the left to clear the frame before lifting off. Apart from cleaning the coils, in between the terminals and checking the low tension and high tension connections, the coils will not require any other attention. Testing the ignition coils is amply covered in Subsection 81 below whilst testing the contact breaker is described in Subsection 83. The 6CA type of contact breaker is used, with the two capacitors mounted on a separate bracket in the