

**DOT 350cc (Twin) Two Stroke March 1959****Wipac Alternator Unit: G1557**

S0788: Rotor, O.D. = 2.9", I.D. = 0.71" with 10° inclusive taper (keyway @22°).

S0602: Stator Ring & Coils Assembly\*, also fitted to AJS/Matchless 250/350 Lightweight Singles.

S0218: Stator Ring.

S0219: Coil Set (Grouped).

S0603: Leads Unit.

\* Norton Jubilee/Navigator assembly S0733 is the same, apart from Leads Unit S0735 which has additional gland/grommet.

**Wipac Distributor Unit: S1021**

S0790: Cam Unit.

S0759: Contact Breaker Plate Unit, also fitted to early Norton Jubilee (Nov '58 to Aug '60).

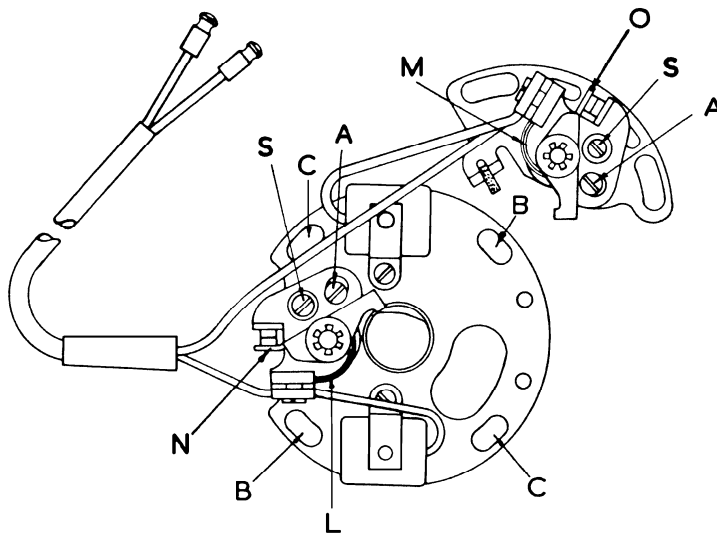
S0760: Contact Breaker Plate.#

S0761: Condenser Set (2 off req'd).

S0584: Contact Breaker Assy (2 off req'd).

S1994: Cam Grease Pad.

# CB Plates S2634 & S2635 (adjustable) fitted to Sept '60 ⇒ Jubilee/Navigator allow independent setting of ignition timing:-

**Points Gap**

Check LH cylinder contact breaker gap N by rotating the engine until the points are at maximum separation (i.e. when the fibre heel is on the peak of the cam lobe). Use a 0.020" feeler gauge (free from oil or grease) which should just pass through the contact points. To reset the gap release clamp screw S and move eccentric screw A until the correct gap is obtained then re-tighten the clamp screw.

Repeat this process to check the RH contact gap O.

**Ignition timing**

Connect a 6V or 12V bulb between contact breaker spring L and a convenient point on the engine. Slowly turn the engine forwards - the bulb should light when the LH piston is at 0.125" BTDC. If the timing is incorrect, adjust by releasing slightly the two B screws also the two screws C and move the contact base in the required direction. Moving the plate anti-clockwise will advance the ignition timing.

Re-connect the bulb to spring M on the small contact breaker plate and repeat for the RH piston.