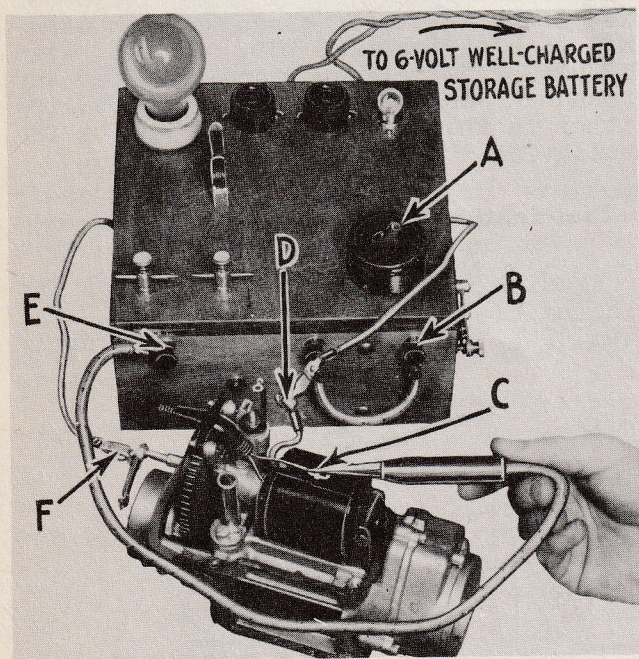


BLUE RIBBON SERVICE

soldered into the countersunk hole in the interpole. Laying the ground wire along the interpole and making a surface joint is not secure enough. The solder will crack through in time. See that this is not the case in the subject magneto. See Illust. 93 for new type.

The coil housing should be a *tight press fit* between the interpoles endwise, so that it cannot shift and wear loose from engine vibration. If this happens, the ground connection, or the wire to the condenser, will crack in two. A very slight amount of motion will bring this about. Now see that this fault does not exist in the magneto being examined.

The spark is still unsatisfactory we will assume. It will then be necessary to replace the coil. It must be faulty because everything else has been gradually eliminated as the source of trouble. However, an additional check for faulty coil can be made (as given below) before removing coil from magneto.



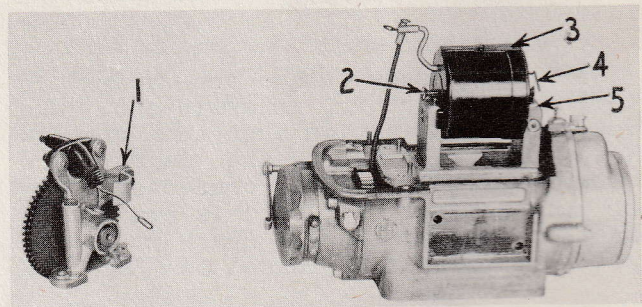
ILLUST. 16--TESTING MAGNETO COIL WHILE IT IS STILL IN PLACE ON THE MAGNETO, USING THE ELECTRICAL TEST SET.

As a final check for faulty coil, the coil may be tested while still on the magneto by connecting the electrical test set as shown. Have vibrator switch "A" in "off" position, and high tension switch connected to "armature terminal" "B." Connect high tension test point lead to "high tension terminal" "E". Turn magneto rotor until breaker points are separated and remove primary wire terminal from condenser post. Snap winding test lead clip "D" on terminal prim-

ary wire to condenser and test lead clip "F" on any grounded part of magneto. Hold high tension test point "C" on secondary lead-out wire. Snap on vibrator switch and a strong spark should jump a 5/16" test gap.

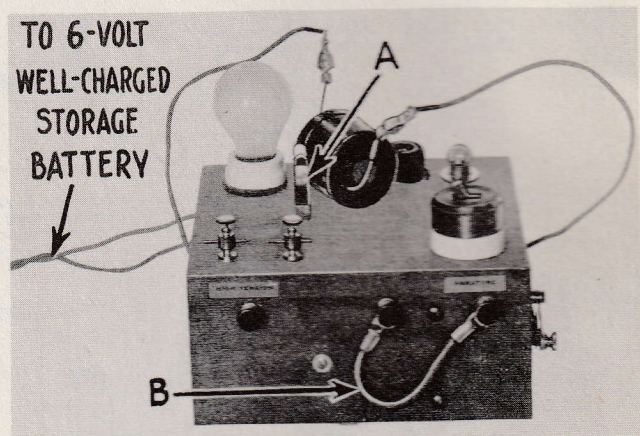
In this case the method of testing the coil while it is still on the magneto is being shown for the information it will give. The coil on the test magneto has already been proven faulty by previous checks. The coil should now be removed from the magneto and replaced with a new one.

Removing Coil From Magneto



ILLUST. 17--COIL REMOVED FROM MAGNETO.
1--DISTRIBUTOR GEAR AND BEARING. 2--COIL CORE SCREW.
3--COIL. 4--COIL GROUND WIRE. 5--INTERPOLE.

Disconnect the condenser. Then remove the distributor gear and bearing. Next, remove the coil core screws. Unsolder the coil ground wire from the interpole. Use a large soldering copper, quite hot so it can be done quickly. Pour out all extra solder from the countersunk hole. Finally force the coil upward slowly with the aid of a screw driver.



ILLUST. 18--TESTING COIL WITH COIL CORE IN PLACE WITH ELECTRICAL TEST SET.

The core should always be in position in the center of the windings when testing the coil on the electrical testing