

MATCHLESS.

SILVER HAWK MODEL.

To RE-TIME IGNITION.

SHOULD IT AT ANY TIME BE FOUND NECESSARY TO RESET THE IGNITION TIMING IT SHOULD BE DONE AS FOLLOWS:

FIRST REMOVE THE TWO OFF SIDE FIXING BOLTS AND LOOSEN ONLY THE NEAR SIDE BOLT SECURING THE IGNITION UNIT. NOW DRAW THE ENTIRE UNIT BACK UPON ITS PLATFORM ABOUT HALF-INCH, WHEN THE HEAD OF THIS THIRD BOLT CAN BE PASSED THROUGH THE LARGE END OF THE PEAR-SHAPED SLOT PROVIDED IN THE PLATFORM, FOR THE PURPOSE.

THE UNIT MAY NOW BE DRAWN BACK UNTIL THE RUBBER COUPLING IS DISENGAGED AND IT SHOULD BE ARRANGED THAT THE RUBBER COUPLING COMES AWAY WITH THE UNIT INSTEAD OF REMAINING ON THE DRIVER ATTACHED TO THE ENGINE SHAFT. NOW APPLY A SPANNER TO THE NUT SECURING THE DRIVING DISC ON ENGINE SHAFT AND TURN CLOCKWISE TO LOOSEN, THE NUT IN QUESTION BEING LEFT-HAND THREAD. NEXT GENTLY LEVER THE DRIVING DISC OFF THE TAPER END OF THE SHAFT TO WHICH IT IS ATTACHED, BUT DO NOT REMOVE. NOW TIGHTEN THE LEFT-HAND THREAD FIXING NUT SUFFICIENTLY LOOSELY TO PERMIT THE DISC TO BE TURNED ON THE TAPER END SHAFT WITH SOME PRESSURE FROM THE FINGERS. NEXT SLIDE THE IGNITION UNIT BACK INTO PROPER POSITION WITH THE HOLES IN THE RUBBER DISC ENGAGING THE PINS ON THE LOOSELY FITTED DRIVER.

NOW SET THE PISTON OF NO.1 CYLINDER, I.E. RIGHT HAND FRONT TO $9/16$ IN. BEFORE THE TOP OF ITS FIRING STROKE (I.E. THE TOP OF THE STROKE AT WHICH BOTH VALVES ARE CLOSED). NOW FULLY ADVANCE THE IGNITION LEVER AND AFTER REMOVING THE DISTRIBUTOR CAP (I.E. GAP TO WHICH ALL H.T. CABLES ARE CONNECTED) TURN THE SHAFT OF THE IGNITION UNIT BY MEANS OF THE RUBBER COUPLING IN ITS NORMAL DIRECTION OF ROTATION UNTIL THE CONTACT POINTS ARE JUST BREAKING ON THE NO.1 CAM.

THE CORRECT CAM MAY, OF COURSE, BE IDENTIFIED BY THE POSITION OF THE PICK-UP ROTOR ARM WHICH ON THE NO.1 CAM WILL BE OPPOSITE THE H.T. CABLE ENTRY MARKED 1. NOW TAKING GREAT CARE NOT TO MOVE EITHER THE ENGINE OR THE LOOSELY FIXED DRIVER, AGAIN SLIDE THE IGNITION UNIT BACK UPON ITS PLATFORM AND CAREFULLY TIGHTEN THE LEFT-HAND THREAD NUT SECURING THE DRIVING DISC, WHEN THE UNIT MAY BE AGAIN TIGHTENED DOWN UPON ITS PLATFORM. IT SHOULD BE EXPLAINED HERE THAT LOOKING DOWN ON THE DISTRIBUTOR GAP WHEN SEATED ON THE CYCLE THE RIGHT REAR SOCKET NO.1 CARRIES THE CABLE FOR NO.1 CYLINDER RIGHT-HAND FRONT, THE LEFT REAR SOCKET NO.3 CARRIES THE CABLE FOR NO.3 CYLINDER, LEFT-HAND FRONT, THE LEFT SIDE FRONT SOCKET NO.2 CARRIES THE CABLE FOR NO.2 CYLINDER, RIGHT-HAND REAR AND LASTLY THE RIGHT SIDE FRONT SOCKET NO.4 CARRIES THE CABLE FOR NO.4 CYLINDER, LEFT-HAND REAR.