

B.S.A. CYCLES Ltd.

(Proprietors: The Birmingham Small Arms Co. Ltd.)

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SPARKING PLUGS.

A useful hint in choosing a plug to suit any engine is to realize that while O.H.V. engines are normally fitted with high-duty plugs to meet popular requirements it does not necessarily follow that such plugs will give the best service under normal running conditions involving slow speed, idling in traffic stops, etc.

Should a plug obviously be susceptible to oiling-up replace it with one of a lower duty type such as is fitted to the average S.V. engine.

Sparking plug manufacturers will be pleased to give advice on this point.

Instructions for Cleaning Lodge Detachable Plugs.

Hold the plug in a vice and unscrew the gland nut by means of a box-spanner. Wash the surface of the inside insulations clean of soot and carbon by the use of petrol. This surface should only be wiped carefully with a rag, and must not be filed or rubbed with emery or glass paper.

Scrape the metal body quite clean of carbon, and if desired wash in paraffin or petrol.

Re-assemble the plug, using only sufficient force on the gland nut to make the joint gas-tight. Adjust the spark gap to $\frac{1}{2}$ mm. or $\frac{1}{50}$ th of an inch (the thickness of a visiting card) for all four-stroke engines using magneto ignition. For engines using coil ignition (e.g., B.S.A. Three Wheeler), and for all two-stroke engines the gap should be set to $\frac{1}{16}$ in. Examine the plug periodically to see that the gland nut is tight.