

DISAPPEARING PROPELLER BOAT CO LIMITED

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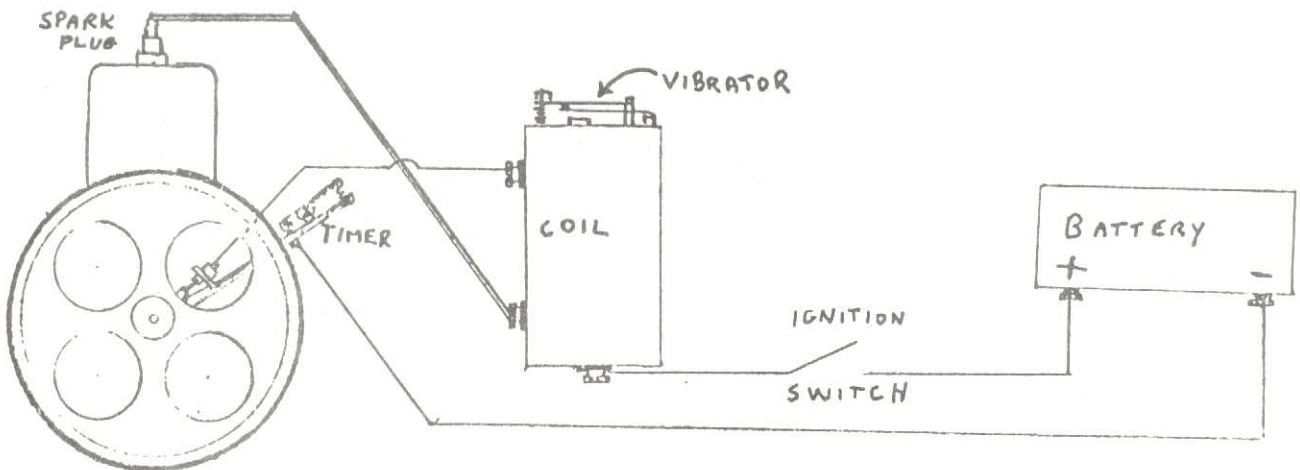
(705) 765-5037

VIBRATOR COIL - INSTRUCTIONS

This coil has been carefully rebuilt and tested to perform as well as, or better than it did when brand new, many years ago. With ordinary care, it should have a much longer service life than when it was originally made. In fact, we guarantee it to function satisfactorily for two years from the date of purchase, provided that it is not abused.

To keep your coil in top operating condition, please observe the following

1. Take special care not to tighten the 3 thumb nuts excessively lest the terminals revolve in the wood. This will sever the internal connections and ruin the coil.
2. The vibrator adjustment is very delicate. Protect this area of the coil from abuse and do not change the adjustments.
3. Keep the coil dry. If it gets wet, put it in a warm, dry place for a while. Don't put it in a hot oven.
4. Spark plug gap should be .030" to .040".
5. Any battery voltage from 6 to 12 may be used. Model "E" copper jacket engines run best with 7 1/2 volt batteries; all others will operate on 6 volts. Dry cell batteries should be replaced annually to ensure trouble-free ignition. Don't blame the coil if the engine misfires or is hard to start; in most cases the battery is weak, the timer contacts are dirty, or a wire connection is loose.
6. On rare occasions, vibrator coils may cease to function either in service or after a period of idleness because the vibrator points become oxidised. In this case the vibrator will not "buzz" when the timer is on contact. Simply "tweak" the black vibrator blade once or twice with your finger, with the ignition "on" and the problem should be corrected.
7. Coil should be connected up as shown in diagram below.



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