

Fairmont Motorcar 2-cycle Engine Replacement Coil

This is direct replacement coil for use with all Fairmont 2-cycle engines. It will work with **both 6-volt and 12-volt applications**. *This coil will also work on most any antique engine application.* No external ballast resistor is required. This coil is epoxy sealed from moisture and vibration and **the outside contact points are preset. The coil comes ready to install and use.** This coil uses the same clip type connections as a Fairmont engine timer, to prevent loose wiring connections.



Left clip connection is to ignition off/on switch. Middle clip goes to spark plug wire... End clip goes to the timer.

*Note – Always carefully check the jam nut (C) to be sure it is snug before installation. (it sometimes works loose during shipping) **Do not over tighten.** The contact points will seldom if ever need adjusting. If they do, be sure to follow the instructions on the reverse side.*

Checking The Original ignition Coil

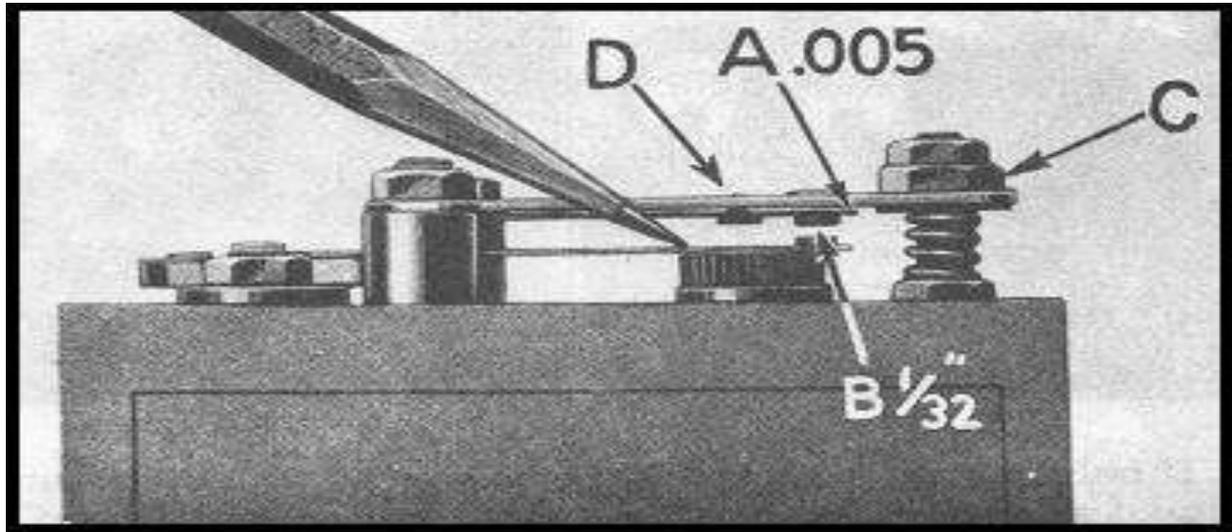
The ignition coil should provide a **bright blue spark** that is capable of jumping **a1/4 to 5/16 gap**, at the spark plug.

To check the output spark... remove the spark plug from the engine and reconnect the high- tension lead to the sparkplug. Lay the spark plug on a metal surface of the engine or frame of the motorcar. Turn ignition on, and rotate flywheel until the timer buzzes.

You should see a steady bright blue spark at the spark plug electrode. A spark that is yellow or orange in color... or starts and stops and is intermittent... is a spark that will not fire under compression or at higher engine rpms.

A weak spark may not cause problems at idle... but will cause the engine to stumble and miss at higher engine rpms... The most common symptom is a spark plug that fouls over and over again.

Adjusting Model T Ignition Coil Point Gap.



The contact points hold their settings very well and seldom need any adjustment. Because these coils are sealed in epoxy to protect them from moisture and vibration the only adjustment you can make are to the outside vibrating points. Here is how to check and adjust them.

The upper contact cushion spring should have approximately **.005 clearance** at A to the upper bridge D. This clearance should extend the full length of the cushion spring. Push the vibrator spring down to core and adjust nut C until the upper point just makes contact with a **.029-.031 feeler gage**. Lock C position with upper nut. Adjust tension on the vibrator spring by lightly tapping the back of the vibrator spring bridge (or by prying it up) until the coil draws 1.3 amperes at 6 volts input.

Copyright 2006 Fifth Avenue Antique Auto Parts
415 Court Street Clay Center Kansas 67432.
Ph 785-632-3450
www.fifthaveinternetgarage.com