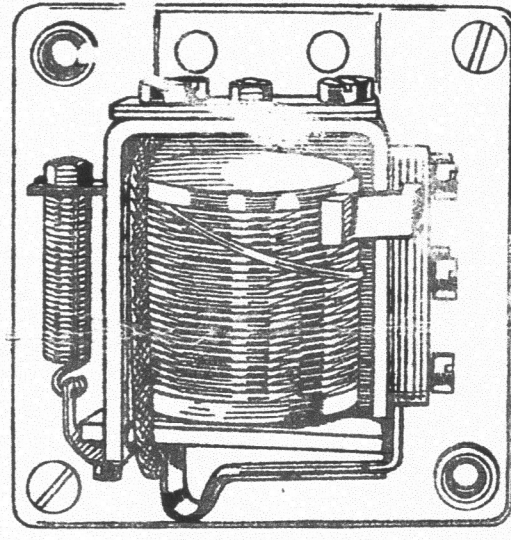
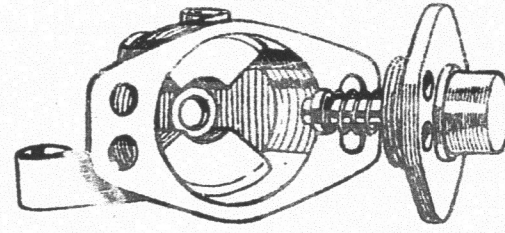
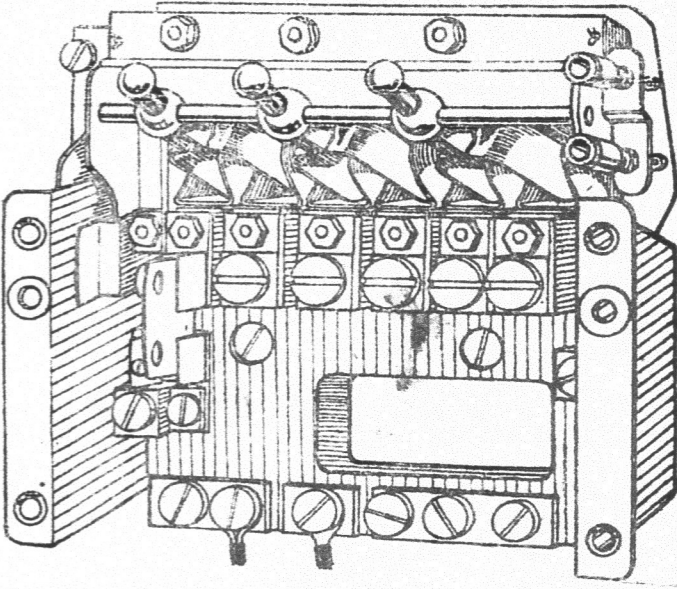


Details of Vauxhall—C.A.V. Equipment



THE three illustrations show the switchboard, starter switch, and cut-out as embodied in the C.A.V. electrical equipment which is fitted to the 1925 four-cylinder 28/60 h.p. Vauxhall, a wiring diagram of which is on the previous page.

The switchboard is of the flush-fitting three-tumbler type with plug sockets. Our sketch shows the apparatus as it appears when the cover, which is secured by two set screws, has been removed. The three switches control the dynamo, head with tail, and side with tail lamps. A central-zero charge and discharge reading ammeter is carried by the cover. Some of the good features of this board are the large-headed terminals, with guard clips for stranded cables, the provision of spring washers for all nuts, and the ease of entry for the cables.

The cut-out is also shown with its cover removed, so that its interior mechanism, and particularly the means of adjustment for the spring tension, is clearly indicated.

The dimmer switch, which we do not illustrate, is of the flush-fitting dashboard type. Its special feature is its bridged switch block, four terminals being provided at the back. When the switch is in operation the two head light bulbs are series coupled, thus reducing road illumination and the brilliance of the head lamps by approximately 75 per cent. A corresponding economy in current is also effected.

The starter switch shown in the upper right hand corner of this page is designed so that the two mushroom contact discs may be transposed to

present new faces of contact in the event of the originals being damaged by arcing due to hesitant use.

The output of the dynamo of this particular equipment is controlled by an adjustable voltage regulator, which, with rise or fall in battery voltage, automatically decreases or increases the charging rate to maintain an absolutely constant battery voltage pressure. The adjustment is claimed to be sufficiently sensitive to permit bulbs to be run direct from the dynamo in an emergency, although such use is not recommended.

The head lamps fitted are C.A.V., type EV, the side lamps type NS, and the tail lights TS. The side lamps are of particular interest in that they are designed to be capable of use as inspection lamps. The burnished silver reflector unit carries bulb holder and contacts complete, and when wired, as they should be, with sufficient extension of cable to permit, can be pulled out of the body of the lamp. The extra cable is stored away inside the shell.

The equipment includes a dash lamp of the pillar type, with adjustable hood and switch. There is provision on the switchboard, as can be seen from our sketch, for a two-pin plug.

Would you fit a dynamo, starter, or battery not knowing the maker. The cable making the connections is in every way as important—see that it is invoiced to you by name. You risk hours of work every time you fit an unknown make of cable.

“BUY CABLE BY NAME.”

CABLES REQUIRED. The cables of which the numbers are given below have aluminium armouring. They are the correct size for the equipment referred to.			
HEAD LAMPS.	Ripaults Cable No. 212/21	BATTERY.	Ripaults Cable No. 312/21
SIDE LAMPS.	Ripaults Cable No. 212/21	DYNAMO.	Ripaults Cable No. 312/31
TAIL LAMP.	Ripaults Cable No. 212/21	STARTER.	Ripaults Cable No. 436/1
			HORN.
			LOW TENSION.
			HIGH TENSION.
			Ripaults Cable No. 27/SC
			Ripaults Cable No. 145
			Ripaults Cable No. 267

(Advt.)