



Fig. 1. Timing Magneto

TIMING THE MAGNETO TO THE ENGINE

With the magneto held in an upright position, hold the spark plug wire leading from the hole marked No. 1 on the distributor cap, about $\frac{1}{4}$ " from one of the four top cover screws (as shown in Fig. 1.)

If the magneto has no impulse, turn the magneto clockwise, accelerating (or flipping) it through the magnetic lock of the rotor (if the magneto has an impulse, trip the impulse) until a spark jumps the gap from the wire to the screw. Be sure to hold the gear firmly when the spark occurs. Then back the magneto up or turn it anti-clockwise until you feel the magnetic lock. Turn the magneto over and slip the timing gage into the hole, which is about in the center of the ventilating hole as shown in Fig. 2. Press the gage in firmly, locking the rotor. Fig. 3.

Set the No. 1 piston of the engine at its firing position. Follow instructions in the engine manual.

With the timing gage locking the magneto rotor, assemble the magneto onto the gear case of the engine, being careful to mesh the magneto drive gear with the driving gear in the engine. If the magneto has an impulse coupling, be careful not to wind up the impulse coupling spring when assembling and meshing the gears in the accessory case.

Lock the magneto in position with the nuts on the studs.

Withdraw the timing gage. The magneto is then properly timed to the engine.

After removing the timing gage before assembling the spark plug wires, turn the engine very slowly until the impulse trips. This should occur at top center. (Marked on propeller hub TC).