



Fig. 2. Timing Hole and Gage

The lag angle on this magneto is 30°.

Check to see impulse trips freely to give a good starting spark. Should it bind from interference with the cam gear, shim out by placing extra gaskets on flange of magneto, until you are positive it is free.

When assembling the spark plug cables in the magneto distributor cap, be sure to push them down to the bottom of the holes. Holes No. 2 and No. 3 are $1\frac{3}{4}$ " deeper than holes No. 1 and No. 4. (Holes are marked, see Fig. 1).

Should you not get the cables into the brass insert in the bottom of these holes, this would eventually burn through the distributor block insulation causing the engine to miss fire.

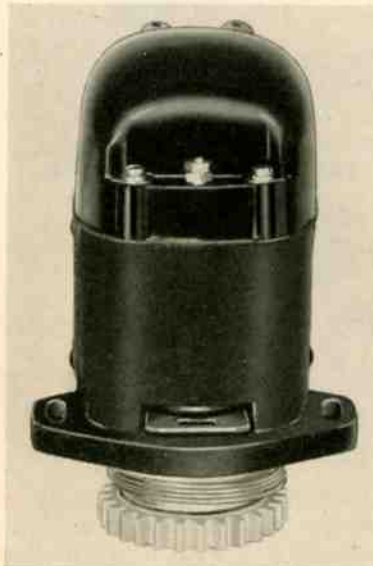


Fig. 3. Timing Gage in Place