



**Fig. 4. Sectional View of Magneto**

### **INSPECTION**

At each periodic inspection, or about each 100 hours of operation, the following inspections are recommended:

Remove the magneto from the engine.

### **IMPULSE COUPLING**

The impulse should latch up and trip freely. There should be no binding while the spring is being wound up. The operator must accustom himself to how a correctly operating impulse coupling feels.

### **DRIVE GEAR — NO IMPULSE**

Should be tight on shaft and nut tight against gear with cotter key or lock wire tight in slots in nut. If this is loose, it may wear off and fall out.

### **FREENESS OF ROTOR**

Turn the drive gear by hand in both directions. The magneto should be free without any interference with the exception of the magnetic lock which occurs every 180° of travel. If it has an impulse coupling, turn the magneto upside down, then the impulse will not engage during this test.