

(NOTE: Use alignment marks made when brackets were removed to help locate relatively correct position. The screw and nut on magneto travel limiter are for adjusting magneto travel and to set idle revolutions.) The magneto vertical shaft can be removed from the crankcase by driving the 2 roll pins from the shaft and loosening the 2 set screws in upper and lower linkage levers.

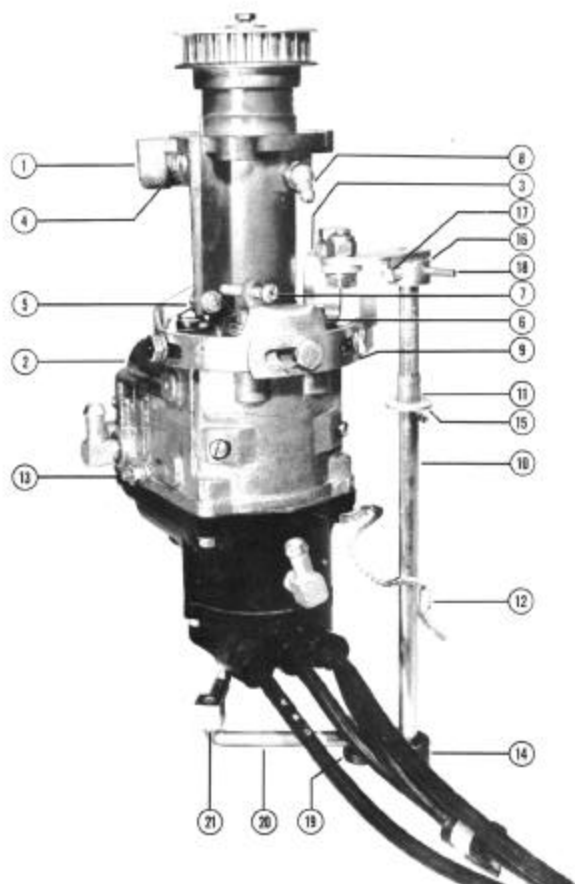


Figure 3. Magneto and Bracket

- 1 Magneto Adaptor and Pilot Assembly
- 2 Magneto Assembly
- 3 Mounting Link Plate Assembly
- 4 Screw, tension adjusting
- 5 Bumper, magneto limiter
- 6 Limiter, magneto travel
- 7 Screw, limiter adjusting
- 8 Fitting, grease
- 9 Throttle Adjustment Assembly
- 10 Vertical Shaft
- 11 Bushing, nylon - vertical shaft
- 12 Ground Strap Assembly
- 13 Primary Ground Terminal
- 14 Lever, linkage
- 15 Washer, vertical shaft
- 16 Magneto Actuating Lever Assembly
- 17 Screw, set - actuating lever
- 18 Roll Pin, vertical shaft to lever
- 19 Swivel, vertical shaft to link rod
- 20 Rod, link
- 21 Swivel, link rod to cross shaft lever

II. TIMING - MAXIMUM SPARK ADVANCE

Thread Timing Gauge (91-26916A1) into No. 1 spark plug hole. Turn flywheel until No. 1 piston strikes the timing gauge. While turning flywheel, thread timing

gauge in or out so that piston can "rock" over center shaft of gauge, indicating that gauge is set at top dead center position. Rotate flywheel $\frac{1}{4}$ turn clockwise, depress center shaft of timing gauge and rotate $\frac{1}{4}$ turn to seat on tool body shoulder (.235" BTDC position). Be careful that tool body does not move, or above procedure must be repeated. Rotate flywheel clockwise

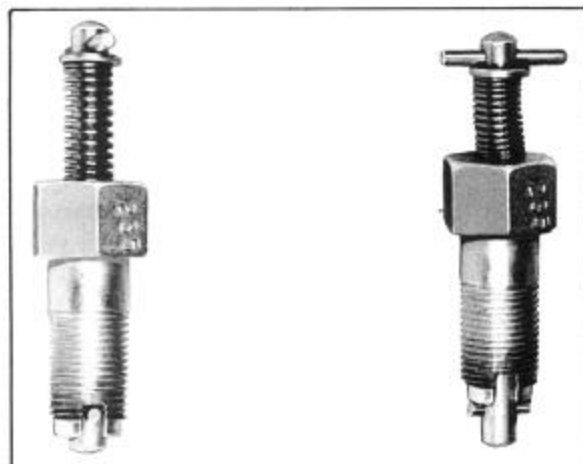


Figure 4. Timing Gauge 91-26916A1

until No. 1 piston strikes timing gauge center shaft. This is .235" BTDC. Attach one test lead of Timing Meter (91-22966) or Magneto Analyzer (91-25213; No. 2 scale, "Resistance") to magneto frame and second lead of tester to primary ground terminal of magneto. Slowly advance magneto via twist grip handle on older models or via remote control lever so that linkage wear is taken up. If magneto is advanced by moving magneto linkage, wear is not taken into consideration and timing will be incorrect. Advance until points break, as indicated by tester used. Hold magneto at this position and adjust as follows: Turn front adjusting screw on lower right cowl "in" to retard spark, "out" to advance spark.

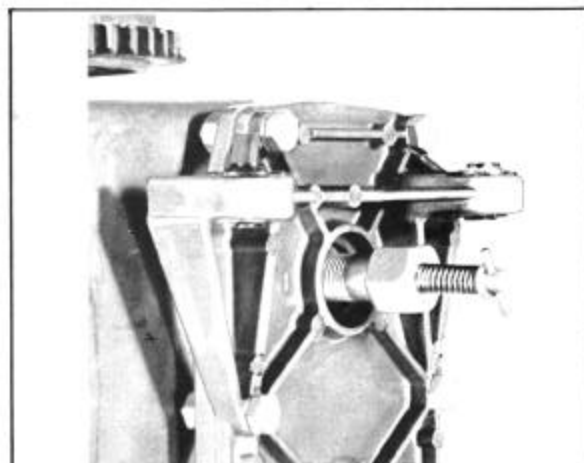


Figure 5. Timing Gauge in Spark Plug Hole

III. CARBURETOR ADJUSTMENTS

(It is recommended that the propeller be removed and carburetor adjusting propeller 48-26975 be installed. Engine then will turn about 5000 RPM at full throttle in test tank, 600 RPM at idle. Use tachometer 91-28014.)