

Figure 3. Timing Gauge in Spark Plug Hole

10. Connect second lead of timing unit to distributor frame.
11. Advance distributor slowly until point breaks, as indicated by timing unit used.
12. Hold distributor at this position and adjust distributor advance stop screw to just touch pilot assembly and tighten lock nut.
13. Recheck distributor advance to insure correct setting.

III. CARBURETOR SHAFT REVERSE PICKUP BRACKET

1. Position distributor with side inlet high tension lead facing approximately forward.
2. Move throttle pickup away from the float bowl.
3. Use a ruler and set throttle pickup $7/8''$ from the front of the float bowl.
4. Make sure throttle shutters are closed.
5. Tighten pickup screw. (Figure 4)

IV. REVERSE PICKUP ADJUSTMENT

1. Position distributor with side high tension lead facing approximately forward.
2. Place No. 4 piston at $.030''$ BTDC (before top dead center in reverse direction) by rotating flywheel in a counterclockwise direction from BDC (bottom dead center).

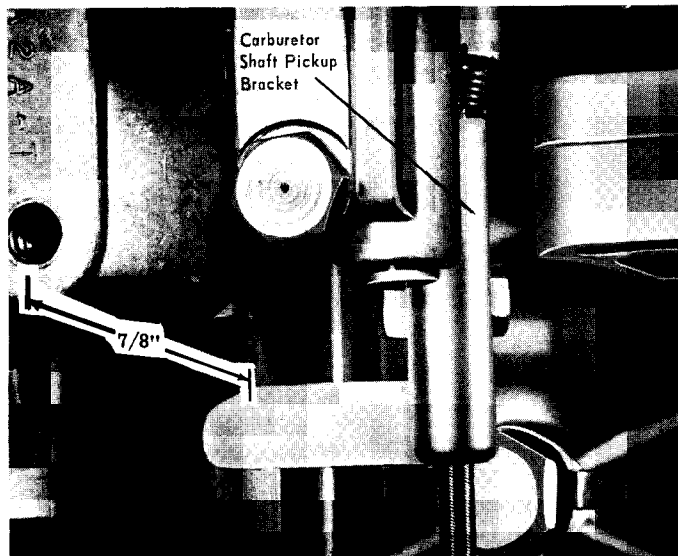


Figure 4. Carburetor Shaft Reverse Pickup Bracket Adjustment

3. Thread $.030''$ Timing Gauge (91-30290A1) into No. 4 spark plug hole.
4. Turn flywheel until No. 4 piston strikes Timing Gauge.
5. While turning flywheel, thread Timing Gauge in or out so that piston can "rock" over center shaft of gauge, indicating that Timing Gauge is set at top dead center position.
6. Rotate flywheel counterclockwise $1/4$ turn.
7. Depress center shaft of Timing Gauge and rotate $1/4$ turn to seat on tool body shoulder ($.030''$ BTDC position in reverse rotation).
8. Be careful that tool body does not move, or preceding procedure will have to be repeated.
9. Rotate flywheel counterclockwise until No. 4 piston strikes Timing Gauge center shaft. This is $.030''$ BTDC in reverse rotation.
10. Connect one test lead of Timing Meter (91-22966) on Magneto Analyzer 91-25213 (selector switch, on No. 2, Distributor Resistance) to

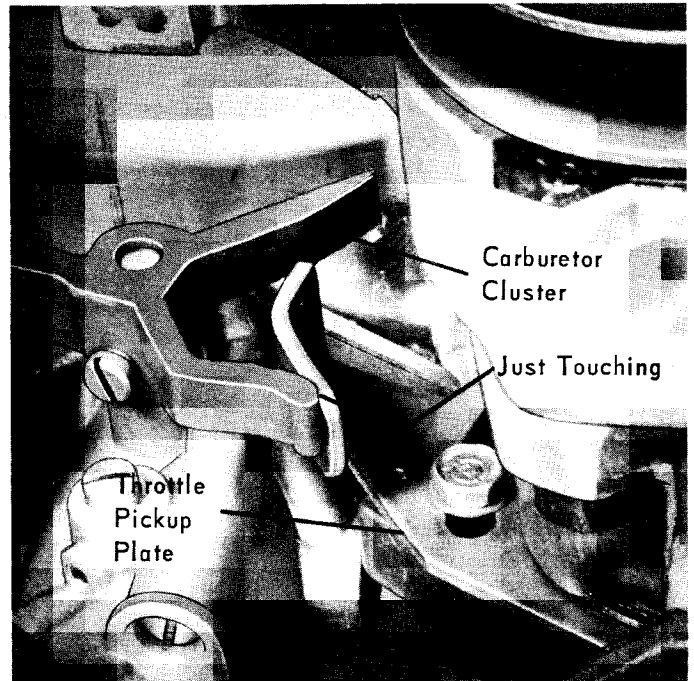


Figure 5. Forward Pickup Adjustment

white lead (No. 1 coil primary) at terminal block with second lead of timing unit attached to distributor frame.

11. Advance distributor slowly in reverse until point breaks, as indicated by timing unit used.
12. Slide reverse throttle pickup lever until it touches reverse throttle pickup.
13. Tighten 2 throttle pickup screws on distributor.
14. Secure lock wire.

V. FORWARD PICKUP ADJUSTMENT

1. Position distributor with side high tension lead facing approximately forward.
2. Place No. 4 piston at $.030''$ BTDC (before top dead center) by rotating flywheel in a clockwise (forward) direction from BDC (bottom dead center).