

7. Depress center shaft of Timing Gauge and rotate  $\frac{1}{4}$  turn to seat on tool body shoulder (.030" BTDC position). Be careful that tool does not move, or preceding procedure will have to be repeated.
8. Rotate flywheel clockwise until No. 3 piston strikes Timing Gauge center shaft. This is .030" BTDC.
9. Connect one test lead of Timing Meter (91-22966) or Magneto Analyzer 91-25213 (selector switch, on No. 2, Distributor Resistance) to white lead (No. 1 coil primary) removed from terminal block with second lead of timing unit attached to distributor frame.
10. Advance distributor slowly until point breaks, as indicated by timing unit used.
11. Slide throttle pickup plate so that first throttle pickup tab (without nylon sleeve) just touches carburetor cluster. (Figure 6)
12. Tighten throttle pickup plate screws.
13. Turn distributor against .235" stop.
14. Bend second throttle pickup pin (with nylon sleeve) against carburetor cluster (.000" to .015" gap).
15. Lubricate cam and nylon pin with MULTI-PURPOSE Quicksilver Lubricant (92-30239-1).

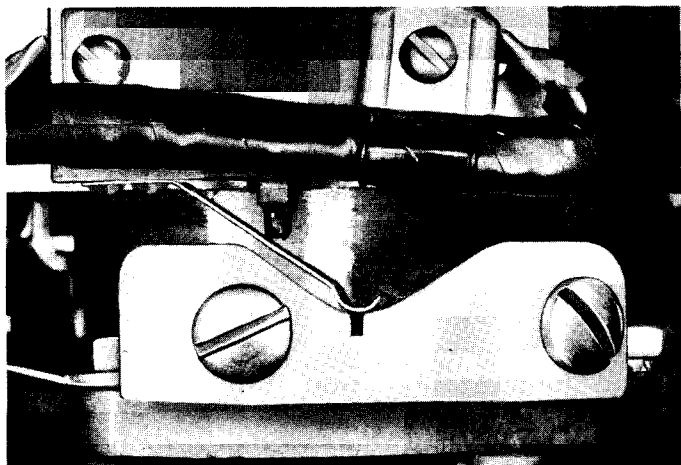


Figure 7. Forward Interlock Switch Adjustment

## V. STARTING SWITCH ADJUSTMENTS

### A. Forward Interlock Switch Adjustment

1. After engine has been properly timed for .235" BTDC, turn distributor against forward stop screw and adjust forward switch so that rubbing portion of spring leaf is in bottom center of nylon cam.
2. Cam has mark for lineup, as shown in Figure 7.
3. Lubricate surface of cam lightly with MULTI-PURPOSE Quicksilver Lubricant.

### B. Reverse Interlock Switch Adjustment

1. Turn distributor in reverse direction until it touches carburetor throttle shaft (do not confuse this with throttle pickup bracket clamp).
2. Adjust reverse switch so that rubbing portion of spring leaf is  $\frac{1}{8}$ " below top of cam. (Figure 8)

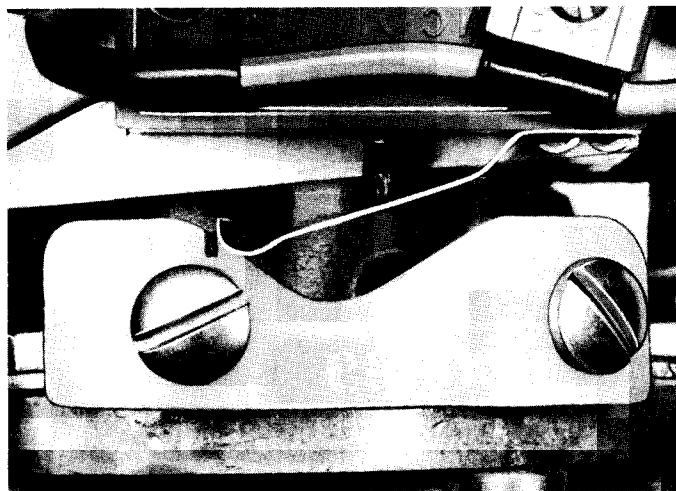


Figure 8. Reverse Interlock Switch Adjustment

3. Lubricate surface of cam lightly with MULTI-PURPOSE Quicksilver Lubricant.

## VI. REVERSE CAM ADJUSTMENT

1. Before placing engine in test tank, adjust reverse cam (if necessary) by actuating self-locking nut on inside bottom cowl underneath lower carburetor. (Figure 9)
2. Adjustment of this nut secures reverse locking assembly over the tilt pin. Be sure this is unlocked in forward.

## VII. REVERSE LOCK LINK

1. Adjust reverse lock link so that top cam has risen completely, and link has a minimum  $\frac{1}{32}$ " clearance for free movement at full reverse RPM.
2. Bottom cowl lever is positioned to give 600-to-800 RPM in reverse. (Figure 9) This will prevent engine from kicking up in case of improper initial adjustment.

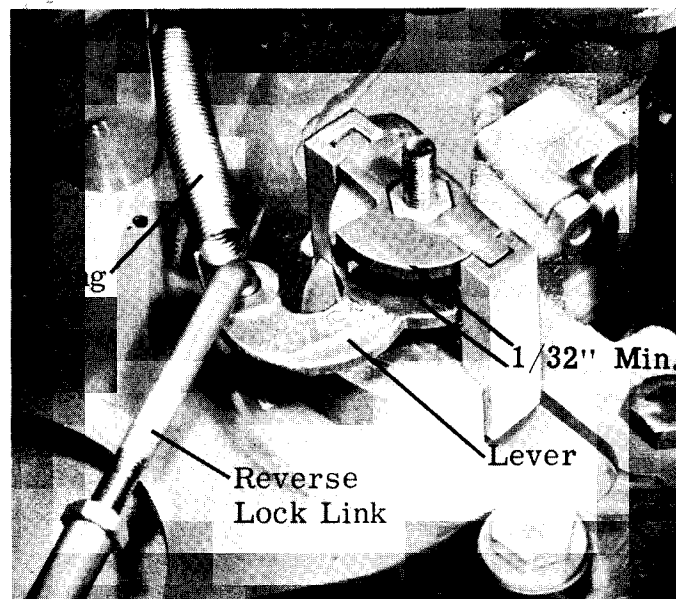


Figure 9. Reverse Cam Adjustment