



Fig. 7. Contact Points

ADJUSTING CONTACT POINTS

Slip the square pin of the timing gage into the hole in the rotor shaft as seen through the ventilating hole in bottom of the magneto (Figs. 2 and 3). Tap it down firmly so it locks the rotor. This is the position where the contacts should open.

With the distributor block and distributor disc off the magneto, adjust the sliding contact to a good full face fit to the contact point on the breaker arm, with the points just breaking about 0.001" to 0.002". This can be checked with a thin piece of paper or cellophane, (see 1, Fig. 7) the same as you would check the magneto when timing on the engine. With the points adjusted correctly, lock the adjustable contact in place, and the magneto is timed within itself to the gage.

Remove the timing gage; be sure the magneto is clean and reassemble the distributor disc and block.