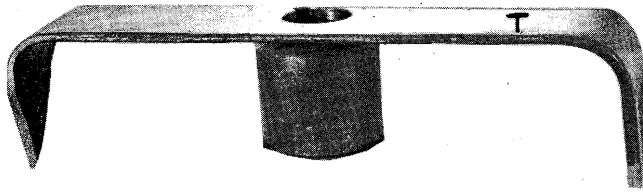
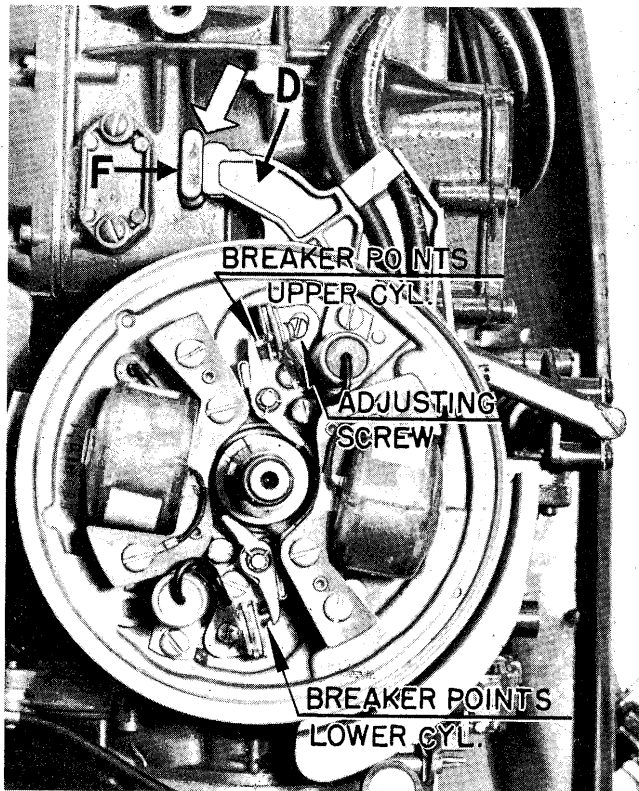




TIMING FIXTURE INSTRUCTIONS

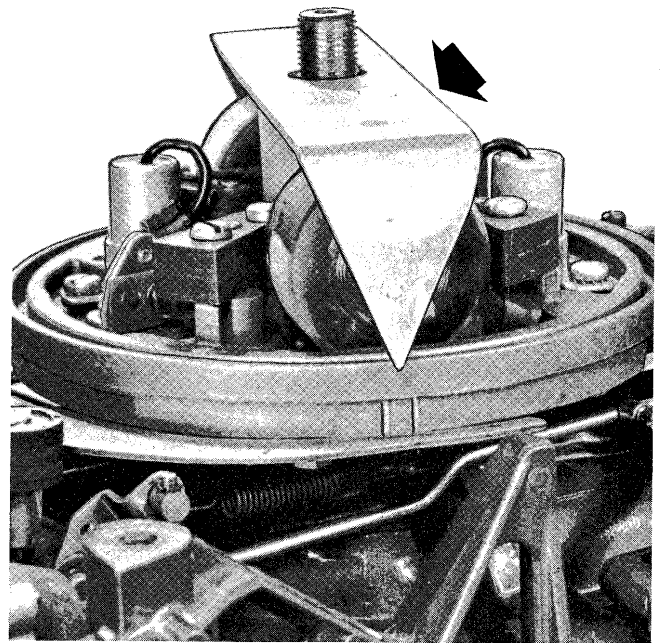


The purpose of this timing fixture is to permit setting of the magneto breaker points accurately and with a minimum of effort. The conventional and familiar method of adjusting the breaker gap with aid of a feeler strip has been dispensed with and succeeded by a somewhat different approach — adjusting to position of point opening as shown here.



To set the breaker points, proceed as follows:

1. It is assumed that the flywheel and spark plugs have been previously removed to expose the armature plate. Note two embossings (about 3/8" distant from each other) on edge of the armature plate above and that index pointer of the fixture rests midway between the two — position at which the points should just break. Letter "T" on top face of the fixture denotes index pointer for setting upper cylinder breaker points — the opposite end of the fixture for the lower cylinder.



2. Install fixture on crankshaft — be sure it seats properly on taper. Tap down lightly with handle of screw driver if necessary. Shunt Stevens point tester (continuity meter) across points by grounding one of the leads to the armature plate and attaching the other to the *insulated* bracket of the point assembly. Set points to close position in conventional manner with screw driver. This presents an opportunity to check continuity across the points — in event needle on meter falls within the red range, point faces should be made clean. Swab off with alcohol. When clean and good contact has been established (needle in green range), proceed with setting.

