Synchronization for the 1956 Evinrude Lark 30 hp

This is the procedure that I pieced together from various sources, but I may not have it exactly right.

1. Set the motor in neutral and the throttle at MINIMUM. **Is neutral correct?**
2. Set the points gaps (two of them) at 0.020, making sure that the points are clean (lightly file or sand them to be sure). Do this through the holes in the top of the flywheel.
3. Remove the air filter chamber from the front of the carburetor.  In order to do that the high and low speed carburetor needles have to be removed. The reason to remove the chamber is to make it possible to look in the throat of the carburetor and view the position of the throttle butterfly
4. Moving the magneto (above the throttle cam) causes the throttle cam to move. Adjust it by hand until a mark on the throttle cam aligns with a fixed metal triangle on the intake manifold. **Is moving the magneto by hand correct?**
5. If necessary, loosen the two bolts (5/16 wrench) for the throttle cam, and move the cam so that the cam barely touches the roller. Re-tighten the two bolts. Be sure the alignment in step 4 still exists. Adjust incrementally as needed to ensure that. **I have loosened both of those bolts, but the cam does not move at all. The roller touches the cam.**
6. At this point, the throttle butterfly should be closed or very nearly so.
7. Attach a stiff wire with an alligator clip to the throttle axis.
8. Advance the throttle very slowly until the alligator-clipped wire barely starts to move, meaning that the throttle butterfly is just starting to open.
9. Holding the throttle rod all the way forward, position and tighten the throttle rod collar so that the collar is all the way back.
10. Shift into forward gear
11. Increase the throttle to full. At this point the throttle butterfly should be horizontal.
12. If all seems right, reinstall the air chamber on the front of the carburetor.
13. Reinstall the slow needle valve - with an aluminum bushing first in the hole (tapered end first into the hole). The beveled end that first goes in the hole is small. Look carefully for it. That will place the concave bevel of the bushing facing the needle knob. Then place on the needle one hard brown washer followed by two black packing washers. Thread the needle into the bushing until it seats. The needle may not make a “hard” seat because eventually the threads on the needle reach as far as they can go into the bushing, and after that the bushing itself turns with the needle in the hole. It feels resistant but not firm. When you are sure the needle will go no farther in, back the needle off the seat about a half turn.  Install the packing nut with sufficient pressure to hold the needle in place but loose enough for the knob to hand turn the needle.  Turn the needle out (counterclockwise), from its light seating position, about 1 1/2 turns.
14. Similar to step 13, install the high speed needle with one brown washer and one black packing washer (it has no aluminum bushing).  From the needle’s seat (it will feel firm), turn it out (counterclockwise) about 3/.4 turn.

Note about 13 and 14. The packing nut presses against the hard brown washer, which then presses against the black packing washer(s) and presses one packing washer tightly into the concave bevel of the bushing. Some advise placing on each needle one brown plastic washer followed by two to three black packing washers and followed by one brown (plastic) washer. Then insert the packing nut and tighten it as in 12. Maybe that works for some, but it does not make sense to me to try to press a hard brown washer into the bevel of the bushing. I tried using various numbers of packing washers and using or leaving out the brown plastic washer(s). Too many washers make it impossible for the packing nut to grab its threads.