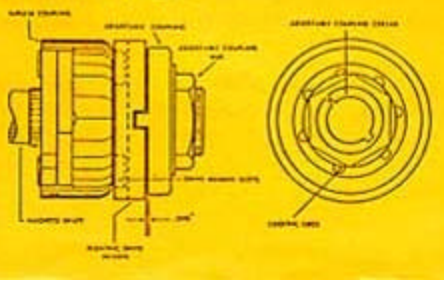
TIMING INSTRUCTIONS

The timing of the engine is very important. With the nut loosened on the magneto adjustable drive coupling, you will be able to re-set the timing and we suggest you proceed as follows:

Remove the starter assembly from the front of the engine so that the fan is exposed. You will observe a timing mark on the fan. If it is the cast aluminum fan it will be a notched fin, but if it is a cast iron squirrel cage type of fan, the timing mark will be on the outer rim. Then you will observe a timing mark on the blower housing section of the engine crankcase in the center directly above the fan. With the spark plug removed, you will find the engine can be easily revolved with the fan. With the timing mark on the fan about 3" to the left of the timing mark on the engine crankcase, hold the fan in this position and then turn the magneto to the right (clockwise) until you feel the impulse resistance and then tighten the adjustable drive coupling lock nut. But do not lock it in place - have it tight enough that when the engine is turned over it will turn the magneto. Then observe at what position the fan is when the magneto impulses (clicks). We recommend that the mark on the fan be just about 3/8" to ½" past (that is, to the right) of the mark on the crankcase when the magneto impulses. You may have to loosen the adjustable drive coupling lock nut and reposition it, making several attempts before you have the timing set just right. But you will find that the engine performs satisfactorily timed this way. And of course, when the timing is properly set, you will want to bend the prong on the lockwasher to hold the lock nut in place.



BE SURE THE FLOATING DR. MEMBER IS LOOSE ENOUGH THAT THERE IS NO BINDING AS IT REVOLVES.

Insert a .010 feeler gage between the floating drive member, and the adjustable coupling flange, then tighten coupling lock nut finger tight and remove feeler.