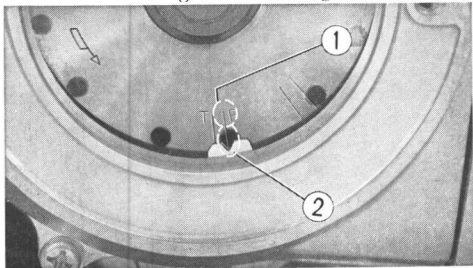


## Ignition Timing

Ignition timing must be checked after completing the contact breaker point adjustment, as any change in breaker point gap will affect ignition timing.

Rotate the dynamo rotor counterclockwise until the "F" mark ① on the rotor aligns with the index mark ② on the crankcase cover. When the timing marks align, the contact breaker points should just begin to open.

If ignition timing is found to be incorrect, loosen the two base plate locking screws ③ and reposition the base plate ④ to advance or retard ignition timing as necessary.



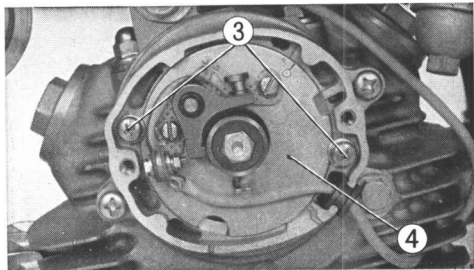
- ① "F" mark
- ② Index mark

Rotate the base plate clockwise to advance ignition timing.

Rotate the base plate counterclockwise to retard ignition timing

Tighten the base plate locking screws and recheck the contact breaker point gap (see page 29) to be certain the gap has not changed.

Static timing is relatively accurate and will give satisfactory engine performance. However, the use of a stroboscopic timing light will assure more precise timing. When using a stroboscopic timing light, idle the engine at 1200 R.P.M.



- ③ Base plate locking screws
- ④ Contact breaker base plate