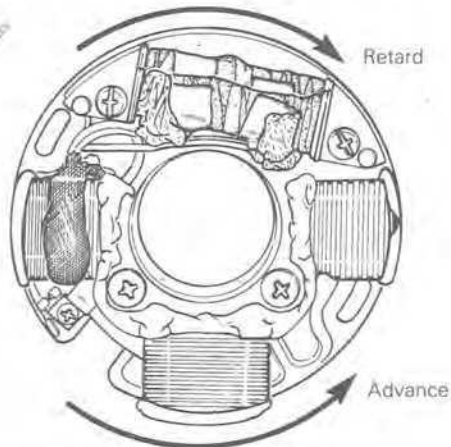


SECTION 04 ELECTRICAL

SUB-SECTION 02 (IGNITION TIMING)

To adjust, remove rewind starter assembly and starter pulley.

Loosen the armature plate screws, move the plate in the appropriate direction.



Tighten armature plate screws.

CAUTION: Make sure armature plate screws are well secured.

Reassemble starter pulley and assembly.

Recheck engine timing (make sure engine is cold).

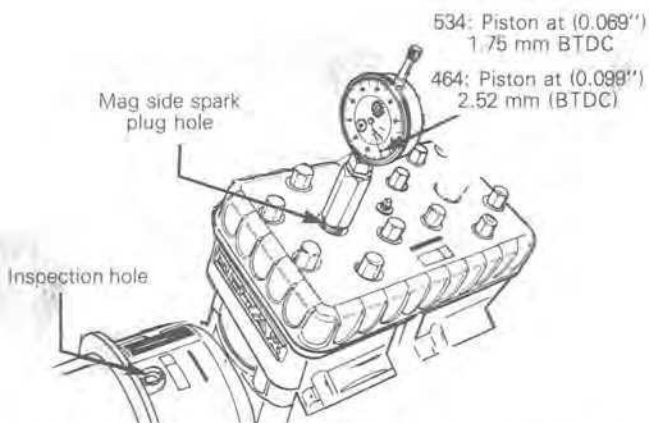
464, 534 ENGINE TYPE

Two methods are detailed in this section, the first using a Top dead center gauge, the second using a Stroboscopic timing light.

Top dead center gauge verification

Remove spark plugs.

Remove inspection plug on magneto housing.



Install dial indicator in magneto side spark plug hole.

Bring magneto side piston to top dead center.

Back-off (rotate counter-clockwise) piston to:

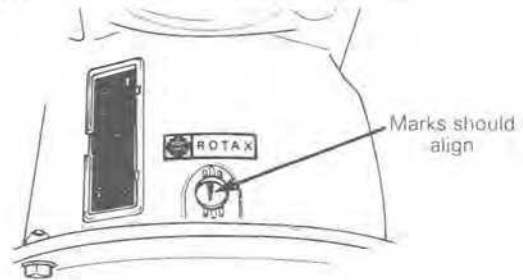
464 engine type: 2.52 mm (0.099") BTDC

534 engine type: 1.75 mm (0.069") BTDC

BTDC: before top dead center.

Look through inspection hole and check if flywheel and magneto housing timing marks align.

If the marks do not correspond to the specifications, scribe a new mark on the magneto housing.



Stroboscopic timing light

NOTE: Timing can be checked using a stroboscopic timing light (Electro Specialty 978, Snap-On MT 212 or equivalent). The ignition components are affected by temperature variation, therefore, timing must be checked when engine is cold.

Remove the timing inspection plug on magneto housing.

Connect timing light pick-up to magneto side spark plug lead (on manual start models use a separate battery to supply timing light).

WARNING: Place ski tips against a wall, raise rear of vehicle on a stand so that track does not contact the ground. Make sure no one passes behind the vehicle while engine is running. Keep clear of track and other moving parts.

NOTE: Turn headlamp "on" when checking timing.

Start engine and point timing light straight into inspection hole.

