



MAGNETO TIMING PROCEDURE

Remove #1 spark plug (nearest radiator). Turn engine over in normal direction until you can feel compression blowing past your finger when placed over spark plug hole. Watch through timing hole for “center” mark to appear and stop the rotation of engine when “center” mark in the middle of the hole and lined up with the indicator rib or notch.

The timing marks on the WD & WC are viewed thru the opening on the underside of the bell housing. A large plate covers the opening of the housing and has a 2” hole through it. This 2” hole was originally covered by a small rectangular plate that can be swung aside. When looking through the 2” hole toward the bottom of the flywheel you will notice a small rib in the bottom center of the bell housing casting. This is the pointer. The marks will be found on the edge of the flywheel. B, C, CA tractors have a 1” hole in the left side of the bell housing through which the side of the flywheel can be seen. The center edge of the hole may have a slight notch to use as a pointer. Keep in mind that the flywheel marks will appear once per engine revolution but only every other revolution will be compression stroke.

The engine should now be top dead center of #1.

Make sure the magneto has just fired on #1 by watching for spark from a wire inserted in the #1 terminal or by inspecting the position of the rotor. Mount the magneto to the engine and rotate the top of the magneto away from you and toward the block. Snug the attaching hardware.

Rotate the engine again until the “center” mark once more comes into the hole and lines up with the indicator. Loosen the magneto attaching hardware, firmly grasp the magneto and rotate top toward you until the magneto impulse is heard to snap. Hold the magneto in this position while you tighten the attaching hardware.

The timing procedure can be made simpler with the aid of a timing light. After the initial mounting of the magneto connect the timing light #1 or #4 spark plug wire, start the engine and with it running at ½ throttle or above, turn the magneto on its slots until the timing light indicates the “fire” mark is in line with the indicator. Tighten the attaching hardware and recheck the position of the mark before disconnecting the timing light.