

VT No 32-1814 and 32-1741

- To install magneto remove spark plug and timing inspection plug. Next remove distributor cover (if still installed).
- Crank engine until front cylinder is coming up on the compression stroke.
- Continue to rotate engine until front cylinder advance: timing mark is centered in the inspection window. (Small lobe in the distributor should be just touching the rubbing block on the points).
- Take the bike out of gear. Remove the distributor. Remove the cap from the magneto.
- Rotate the magneto breaker cam so that the small lobe is just touching the rubbing block on the points. See Fig # 1.
- This is how it will look when timed correctly in the motor.
- Install magneto into the engine using the stock mounting clamps.
- It may be necessary to move the oil pump drive gear in order to get the magneto timed correctly.
- Make sure that the small lobe is just touching the rubbing block on the points as seen in Fig.#1
- The magneto fires when the points just break contact. This can be determined by using a .001" feeler gauge or a Hunt timing buzzer p/n#5100.
- When timed lock down magneto.
- All of our magnetos are pretested on our state of the art test facility. The points are preset at the factory. If adjustment is necessary set them to .015"-.016". Your plug wire should be wire core Hunt p/n# 102 and your plugs should be a non resistor type and gaped at .018"-.020". Hook up kill wire to the terminal on the side of the magneto, then to a toggle type switch then to ground.

Do not connect to any type of battery voltage. As this will damage the unit.

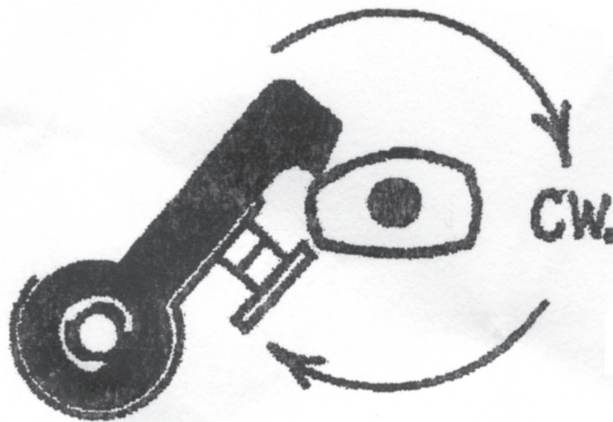


FIG. 1