

Timing Procedure

1. Take plug out.
2. Insert something and touch the piston.
3. Rotate prop drive CW or CCW., the screw driver will move up or down. You want to find the point where is all way up.
4. Make a mark on the case and prop where you have the TDC.
5. Install on the shaft the timing degree wheel.
6. Make a pointer and fixit on the engine and with the Piston all way up at TDC make the pointer and degree wheel to show "0"
7. best will be to have a piston stop. Screw the piston stop and the prop drive must move CW direction. The degree will start to move CW, screw in until your pointer will show 30 BTDC.
8. Now move the prop drive CCW. (Make sure that pointer or degree wheel does not get disturbed from first original setting) the piston should stop against the piston stop.
9. Read the value. If all was correct, it should show 30 degrees. If you are off from that, 30 degrees target and reads more or less then real careful move the degree wheel by holding the piston against the piston stop.

If it shows 40 degrees or 20 degrees(just making up round numbers to make easy to understand the concept.) you started at 30 and now shows 40 or 20...clearly you will have to split that number difference in half.

Therefore, we have a 10-degree difference. $40-30=10$, $20-30=-10$. In this example, we need to move one way or another 5 degrees.

Keep the prop drive against the piston stop and move the degree wheel 5 degrees.

If was 40, now move it to 35. If was 20, move it now to 25.

10. After new value is set, rotate the prop drive CW until you are again against the piston stop and read the value. If value is 35 or 25 then you are good, that will show you now that you are at the same position on both directions.

If you are at more than 30 target and it shows 35 as in this example then unscrew the piston stop until your pointer is at 30.

Timing Procedure

If you are at less than 30 target and it shows 25 as in this example then screw the piston stop in until your pointer is at 30.

Repeat steps 7, 8, 9 until you are 30 degrees on each direction.

After this, you keep the piston stop on that position .

11. Take OFF the pointer and degree wheel.

12. With piston stopped against the piston stop in CCW direction you will now set the magnet ring and sensor to fire directly at 30 BTDC.

If you have a timing device then the spark should occur when buzzer and/or LED comes OFF. Usual when the magnet leaves the sensor.

If you use the CDI, insert first the spark plug in to the cap, Power the CH unit directly to the battery, move the magnet ring/prop drive with inserted magnet CCW or sensor holder until you hear the spark plug that fired at 30BTDC.

