

# A.R.D. Engineering

10628 NORWALK BLVD. · SANTA FE SPRINGS, CALIFORNIA 90670 · (213) 941-5842

## Magneto Installation/Timing

- (1) Remove the point cover.
- (2) Remove the valve cover caps on the No. 1 cylinder.
- (3) Turn engine to top dead center of No. 1 cylinder with both valves closed.
- (4) Place transmission in 5th gear to keep engine from turning.
- (5) Remove point plate assembly, advance unit, and stud.
- (6) Remove magneto outer drive cover and drive stud.
- (7) Remove O-ring from Honda point stud and install on magneto stud.
- (8) Install magneto stud in crankshaft and tighten with Allen wrench inserted in predrilled hole.
- (9) Turn magneto so that line on large pulley lines up with line on magneto case. The magneto is now firing on the No. 1 cylinder.
- (10) Recheck engine to ensure that TDC of No. 1 cylinder is still retained. The pin hole in the crankshaft should be in line with Honda timing mark.
- (11) Install magneto on engine, ensuring that pin in magneto drive aligns with hole in crank.
- (12) Install 5 screws and tighten securely.
- (13) Install long center bolt and tighten.
- (14) The No. 1 plug wire is marked and is located at 11 o'clock position as viewed from the left side of the engine.
- (15) Firing order is 1-2-4-3, counterclockwise rotation.
- (16) Timing is pre-set at 35°. If a change is desired, loosen the center 7/16 in. bolt. Loosen small Allen set screws in drive pulley and rotate to desired timing position using a degree wheel to determine crankshaft position.

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- (17) Retighten Allen set screws (*do not overtighten*). This only holds pulley in place while timing magneto. Retighten large center bolt.
- (18) Points should be set at 0.014 - 0.016 in. (0.36 - 0.40mm); plugs at 0.020 in (0.51mm).

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