

A.R.D. *Engineering*

10628 NORWALK BLVD. ● SANTE FE SPRINGS, CALIFORNIA 90670 ● (213) 941-5842

INSTALLATION INSTRUCTIONS FOR HONDA 750

The A.R.D. magneto for Honda is a design manufactured for that machine only. The principle of operation is unique and designed to give flawless performance beyond that which the engine can sustain. Timing is direct from the crankshaft and can be set and maintained precisely without timing drive chain error. In order to insure good performance, instructions for installation must be followed exactly...

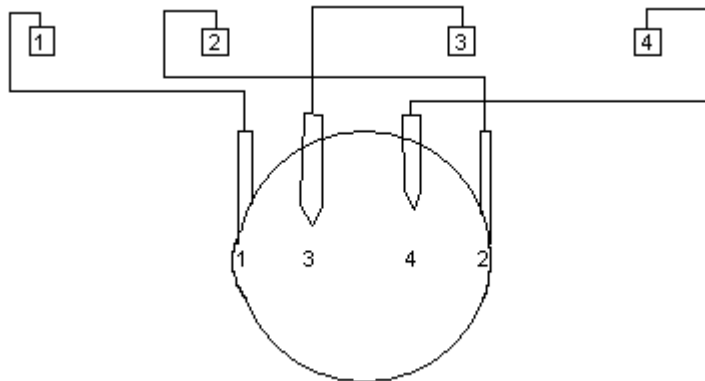
- (1) Remove outer cover and point assembly. Be sure to insulate all wire terminals that were used to connect the standard ignition.
- (2) Unpack your ARD magneto assembly and remove the outer cover.
- (3) Do not remove the slotted timing plate connected to housing when installing.
- (4) Inset the stub shaft on the end of crankshaft and tighten.
- (5) Bolt the magneto housing in place using the bolts provided.
- (6) Inspect the magneto rotor assembly. You will see a pin on the end of the shaft. This is for standard timing to 35°. Slip magnetic rotor in place and be sure the drive pin is engaged in the hole. Use bolt provided to secure the magnetic rotor assembly.
- (7) Check the magneto housing; be sure there is .006 or more clearance between the stators and the magnetic rotor.
- (8) Rotate engine to make sure that # 1 (which is on the left side of the engine) is on compression. This can be accomplished by removing spark plug and checking for compression.
- (9) Now rotate engine to line up mark F on the rotor with black mark on the corner of the right stator. Also line up mark of top pulley with punch mark on top of case.
- (10) With these lined up, slip the timing belt. Rotate engine slowly to allow belt to crawl on the pulleys. CAUTION..BE SURE NOT TO KINK BELT....THERE IS IRREPARABLE DAMAGE TO THE BELT WHEN IT IS BENT SEVERELY!

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- (11) Connect mounting bracket with the box and coil to the frame under the gas tank. Make sure bracket is grounded to the frame.
- (12) Connect the two blue wires from the box to the blue wires on the generating coil.
- (13) The yellow wire is the kill wire. Connect this to a separate kill switch. It can be connected to the stock switch, only if there is no battery energy going to the wire. DO NOT CONNECT ANY BATTERY ENERGY SOURCE TO ANY PART OF THE MAGNETO.
- (14) The switch on top of the magneto housing is the easy start switch. Switch to "S" for starting, then switch to "R" to run. DO NOT LEAVE SWITCH ON "S" WHILE RUNNING.
- (15) FIRING ORDER is 1,2,4,3 starting from left of bike, the cylinders following in order. Connect ignition wires from cylinders to the terminal numbers of the distributor cap.



Every 5,000 miles:

Clean inside of case and inspect parts. Check timing belt and pulleys for wear. Look for cracks or frayed sides on belt.

**Please Note: When removing Distributor cap, be sure to loosen the screws on the clips found on either side of the cap. Always tighten clip screws securely after replacing cap.

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