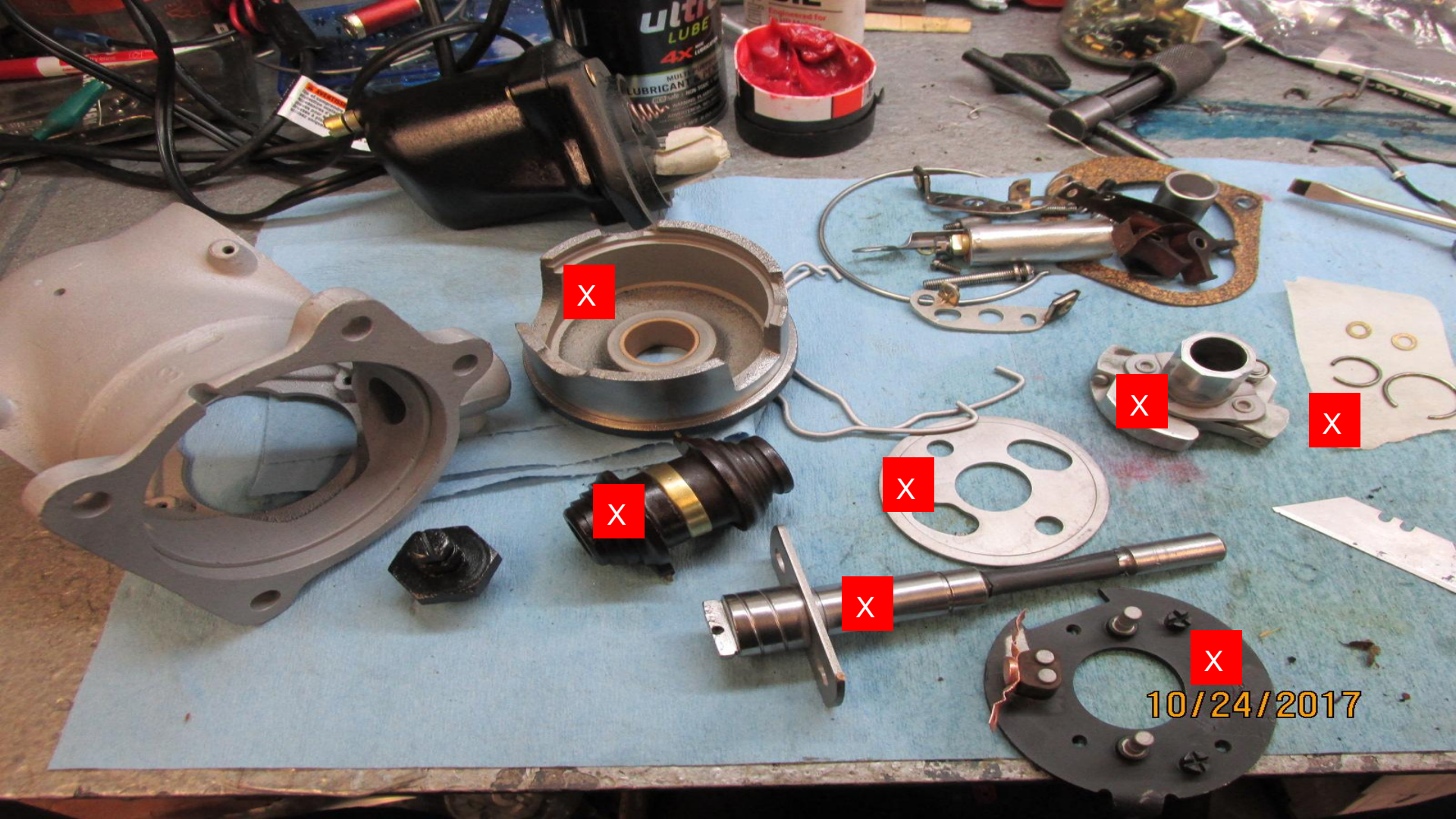
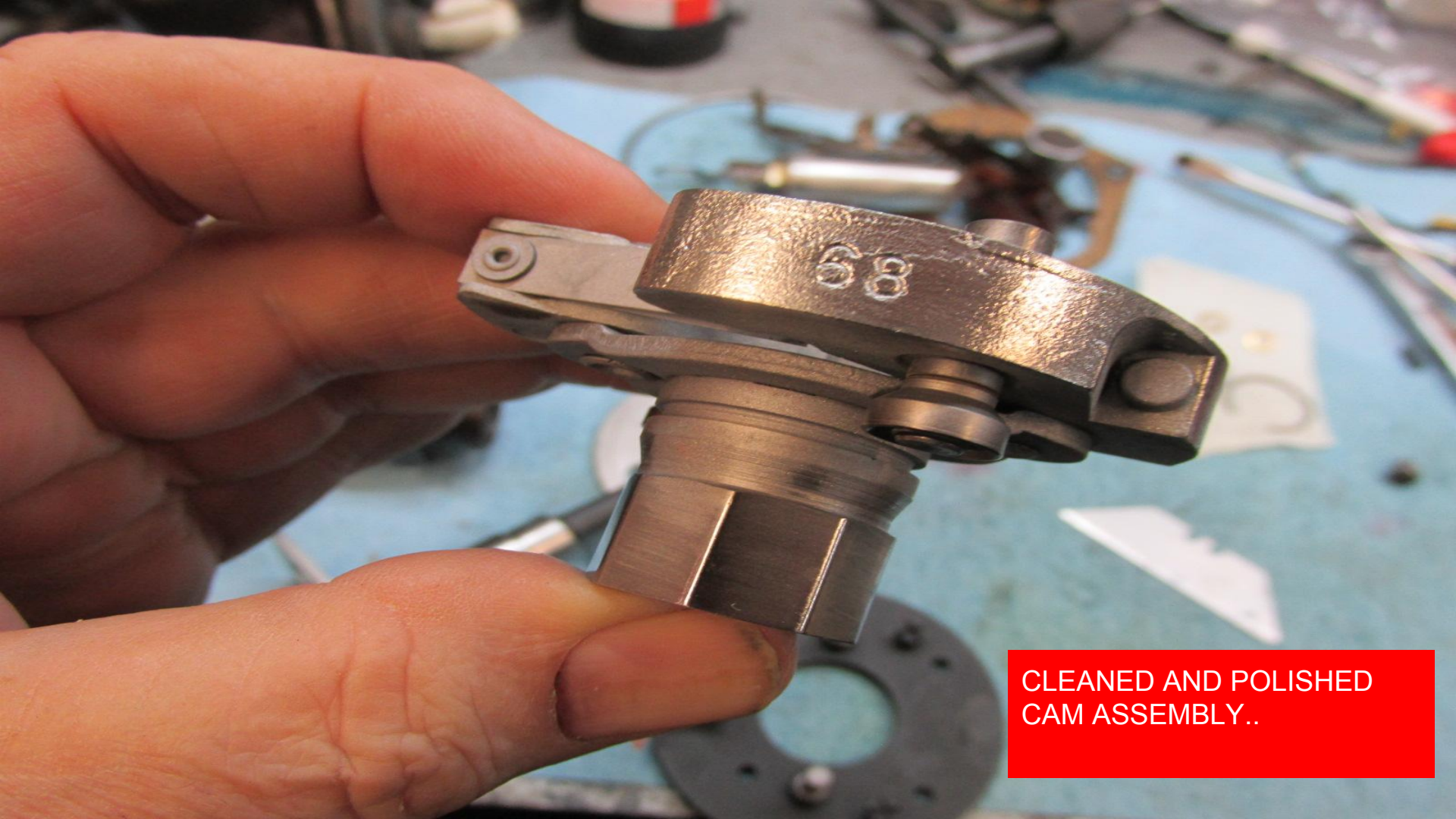
LATER 4 HOLE WITH 2 BOLT COIL



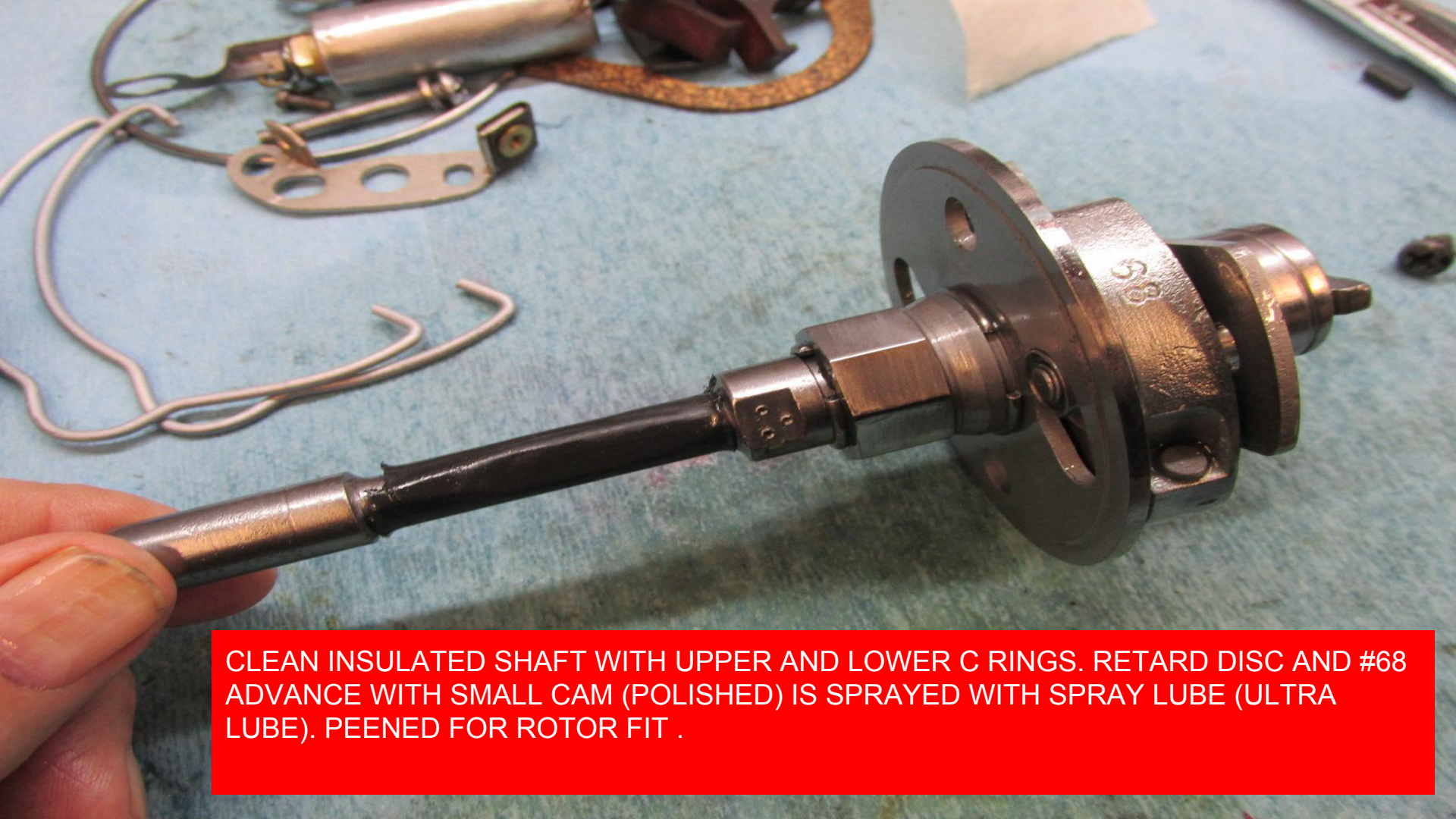

10/24/2017


X
X
X
X
X
X
X
10/24/2017


68
10/24/2017



CLEANED AND POLISHED CAM ASSEMBLY..



CLEAN INSULATED SHAFT WITH UPPER AND LOWER C RINGS. RETARD DISC AND #68 ADVANCE WITH SMALL CAM (POLISHED) IS SPRAYED WITH SPRAY LUBE (ULTRA LUBE). PEENED FOR ROTOR FIT .

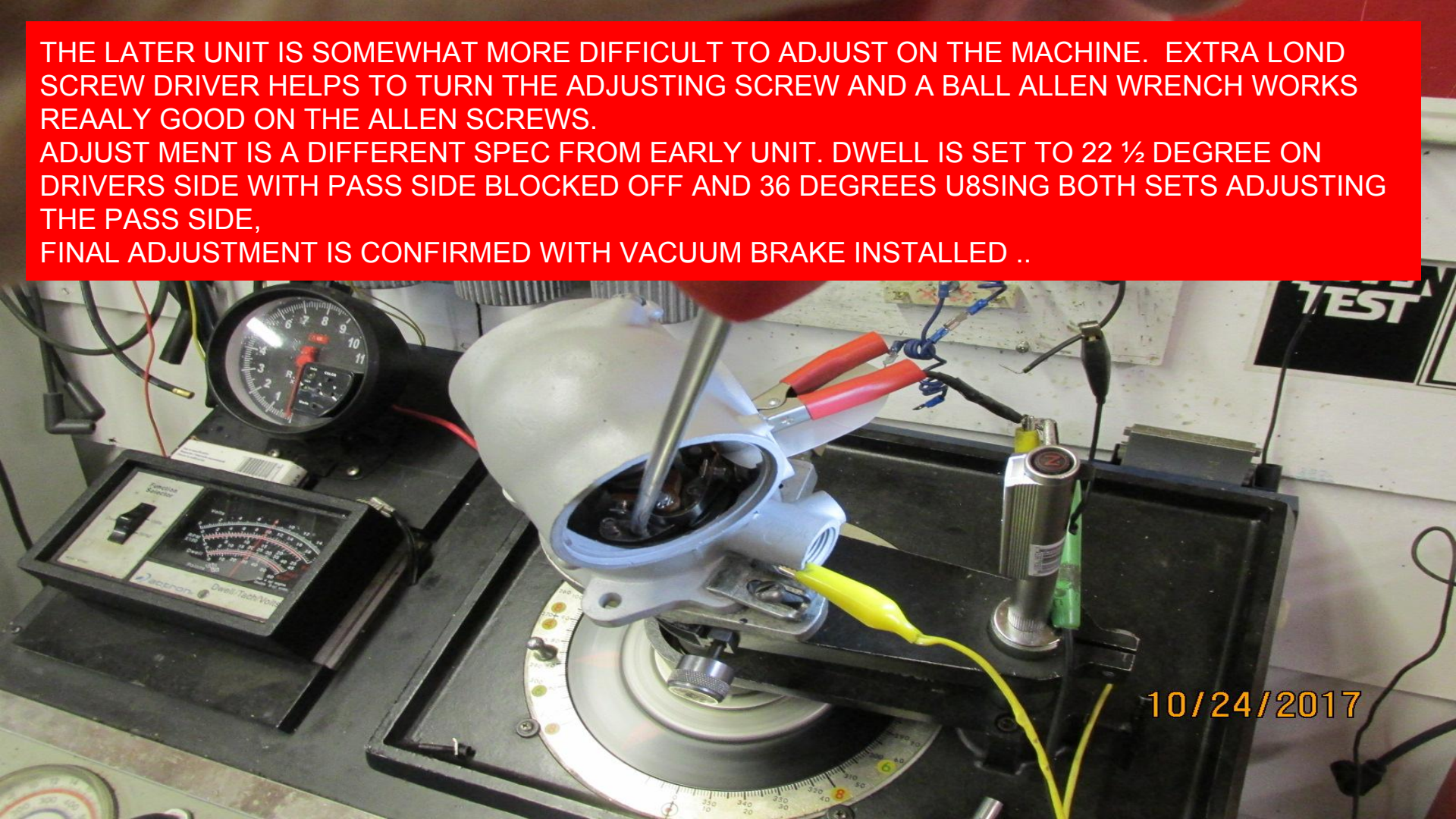

CS47 HD ECHLIN POINTS ARE USED (NAPA)
GREASE IS ADDED TO BACKSIDE AND POINT
HOLE IS FILLED WITH OIL AND ALLOWED TO
SET.UPPER CONTACT STRAP IS
STRAIGHTENED AND INSPECTED AS WELL….



ALL SCREWS ARE REPLACED USING STAINLESS ALLEN HEAD SCREWS AND LOCKWASHERS…...


CONTACT POINT ALIGNMENT MUST BE VERTICAL.
MY THEORY HERE IS THAT THE TOOLING FOR THESE POINTS IS WORN TO THE POINT THAT THE FACTORY BEND IS SLOPPY!!
USING A OLD SNAP ON POINT ALIGNMENT TOOL FROM EBAY..
10/24/2017

THE LATER UNIT IS SOMEWHAT MORE DIFFICULT TO ADJUST ON THE MACHINE. EXTRA LOND SCREW DRIVER HELPS TO TURN THE ADJUSTING SCREW AND A BALL ALLEN WRENCH WORKS REAALY GOOD ON THE ALLEN SCREWS.
ADJUST MENT IS A DIFFERENT SPEC FROM EARLY UNIT. DWELL IS SET TO 22 ½ DEGREE ON DRIVERS SIDE WITH PASS SIDE BLOCKED OFF AND 36 DEGREES U8SING BOTH SETS ADJUSTING THE PASS SIDE,
FINAL ADJUSTMENT IS CONFIRMED WITH VACUUM BRAKE INSTALLED ..




11 DEGREES ADVANCE=22 DEGREES ENGINE ADVANCE…..
30
330
20
340
10
350
0
350
10
340
20
10/24/2017