

RGM MOTORS MAGNETO REPLACEMENT INSTRUCTIONS.

For Single Cylinder

1. Mount coil(s) and amplifier on machine so they are not directly exposed to the weather, make sure the amplifier is not liable to vibrate against any fixed parts. Strap up using foam and cable tie. Avoid exposing to excessive sources of heat. Cool air is preferable.
2. Install wiring as shown in diagram two, taking care to ensure wires will not chafe or be trapped when petrol tanks etc are replaced.
3. Remove magneto.
4. If an automatic advance/retard device is fitted this will have to be locked solid by, say, electric welding, or replaced with a plain pinion. (Our item number 1432C)
5. Ensure pinion and nut will fit onto tapered shaft and seat properly. Old parts which have been damaged should be repaired or replaced to prevent damage, do not drive sprocket on, pull up with nut. (thread Is 3/8 B.S.F.)
6. Fit magneto replacement unit to engine.
7. Set crankshaft at maximum ignition advance position.
8. Check direction of ignition rotation and with stator plate in the centre of its adjustment slots align magnet on rotor with appropriate hole and fit drive sprocket (see diagram one).
9. Turn motor over once or twice and set motor again to maximum advance, adjust stator plate to ensure Magnet is accurately in line with appropriate hole in stator plate.
10. Secure pillar studs, replace covers etc, and start engine.
11. If timing marks exist ignition can be checked use a stroboscope at 5,000 r.p.m, but this is not essential.

Diagram 1

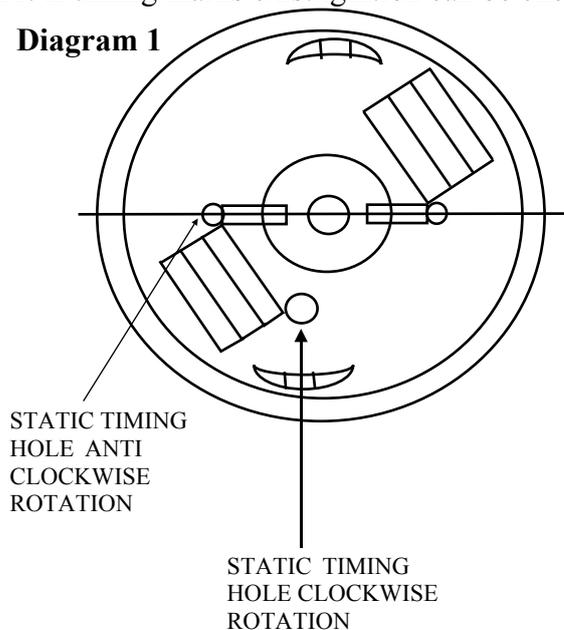
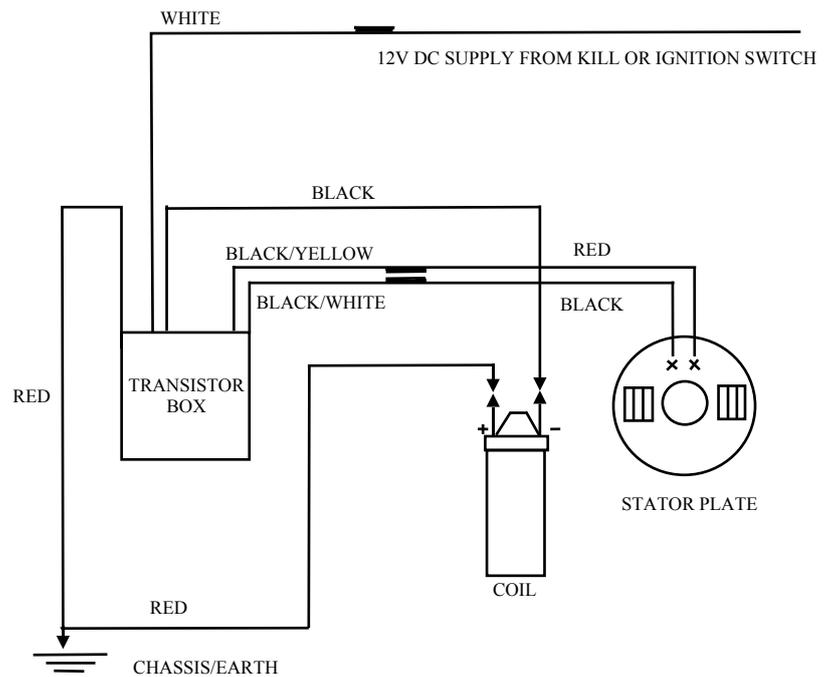


Diagram 2



POSITIVE GROUND 12 VOLT SYSTEM