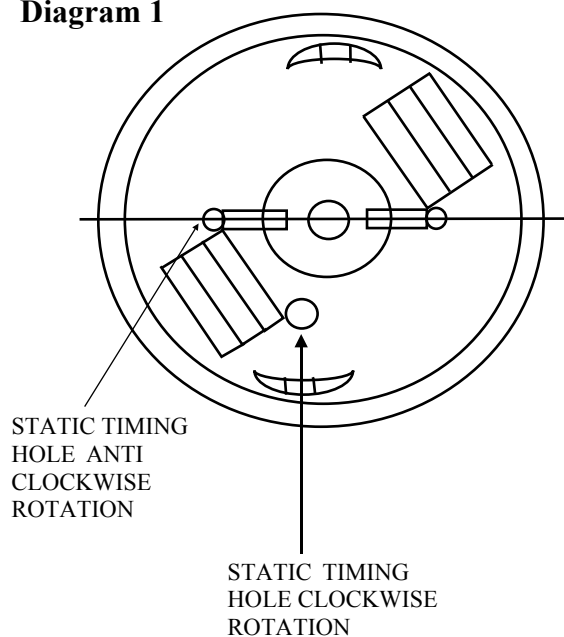


## RGM MOTORS MAGNETO REPLACEMENT INSTRUCTIONS.

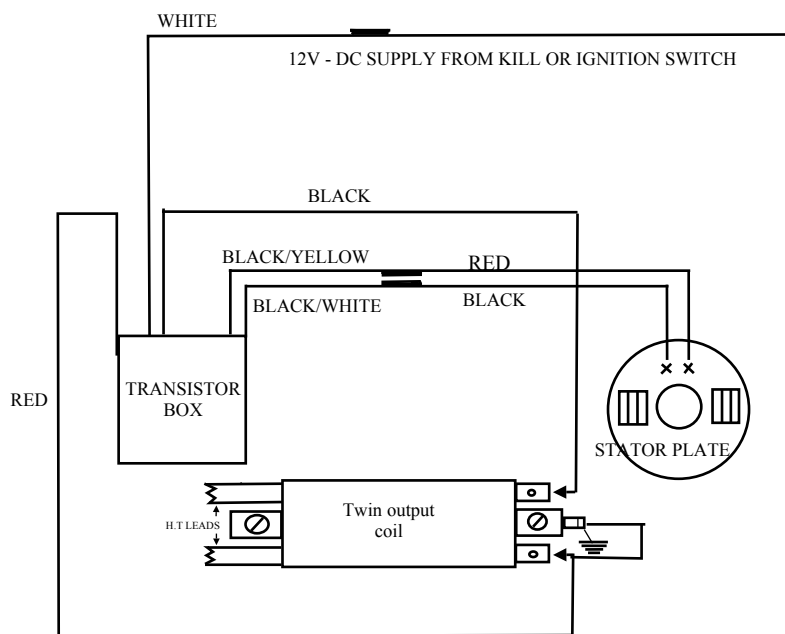
### Twin output, single coil, for twin cylinder machines.

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. Bolt coil to earth, the spade terminal can also be used to supplement the earth, but the coil should be securely bolted down to something that will act as a heat sink, preferably alloy.
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 (see diagram one) and fit drive sprocket
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, Road testing and small adjustments of stator plate will often produce the best results.

**Diagram 1**



**Diagram 2**



**POSITIVE GROUND 12 VOLT SYSTEM  
ALSO SUPPLY INSTRUCTION SHEET FOR COIL 050231**