



DEALER PARTS and SERVICE BULLETIN

Hap Alzina 3074 Broadway Oakland 11, Calif.

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*** SUBJECTS ***

MAGNETO TIMING ADJUSTMENT

D7TB TRAIL BRONC

= SPECIAL WIPAC SERVICE =

BULLETIN

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FAULT: It is sometimes reported that magneto coils on the D7TB Trail Bronc models are defective whereas the problem lies in the timing. The condition is one of "no spark" whatsoever. Often, closing the point setting down to about .006" or .008" instead of the recommended .015" immediately corrects the problem.

CAUSE: A build up of normal manufacturing tolerances on the general combination -- crankshaft, keyway, key and cam -- all one "direction" can result in the points opening before the magnetic flux has been broken, so that no voltage whatsoever is produced. The action of closing down the gap to about .008" retards this timing relationship and the magneto then fires normally. This set-up is purely electrical in nature wherein the timing must be "right on the button" for a spark to be produced. There is no half-way point of meagre or partial voltage; muchly like a switch the voltage and thusly the consequent spark is either off or on.

REMEDY: If such a condition is found the first remedy is to reverse the small Woodruff cam key, that is put the side which faces to the right, to face to the left. Should this effect no remedy it is recommended that you order a special cam, the profile of which is ground 5 degrees late to compensate for the chain of tolerance directions and the magneto will then fire normally. It is suggested that this method be examined and tested first, prior to coil installation.

PART NO., SPECIAL CAM: S.0546