

# INTERNATIONAL H-4 MAGNETO

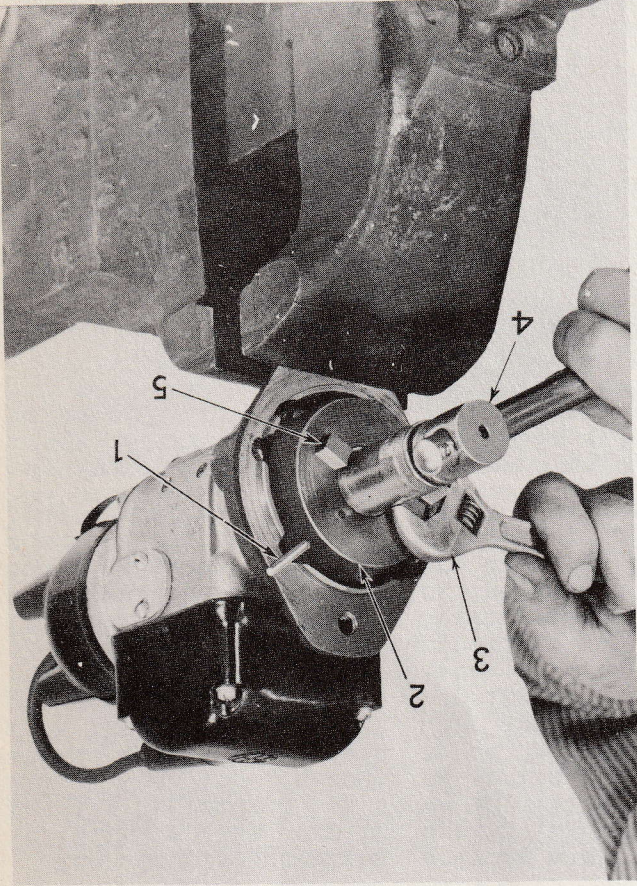
neto rotor over several times by hand. If the limits between the distributor arm and the cap insert are close, a small amount of the bluing will be transferred to the distributor cap insert. A very slight coating should show on the insert without any actual rubbing occurring.

To adjust the rotor arm, loosen the nut (2) Illustration 82, and move the arm to a point that just clears the distributor cap inserts. Use both methods of checking clearance or the latter only.

The inside of the distributor cap must be kept clean and dry. The two venting holes should be kept open at all times.

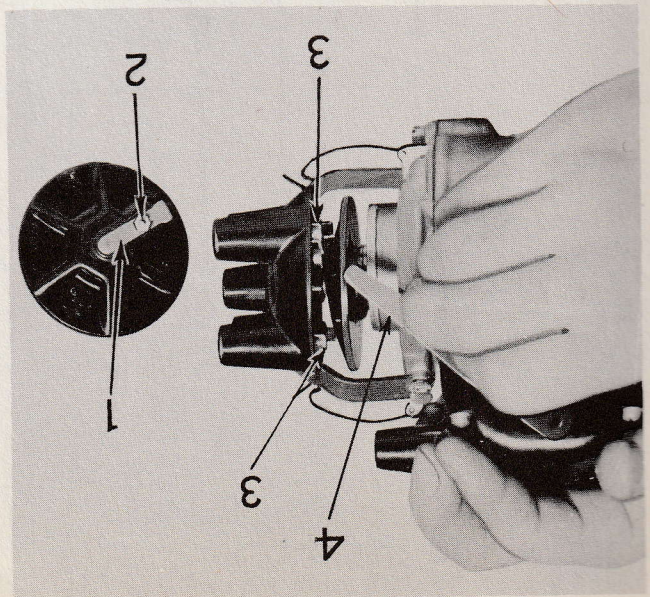
The operator of engine on which the H-4 magneto is used should be cautioned to keep the distributor cap ventilating holes (Illustr. 82) open and not to over-oil the distributor gears, because there is a possibility of thin lubricant work-

## Impulse Couplings



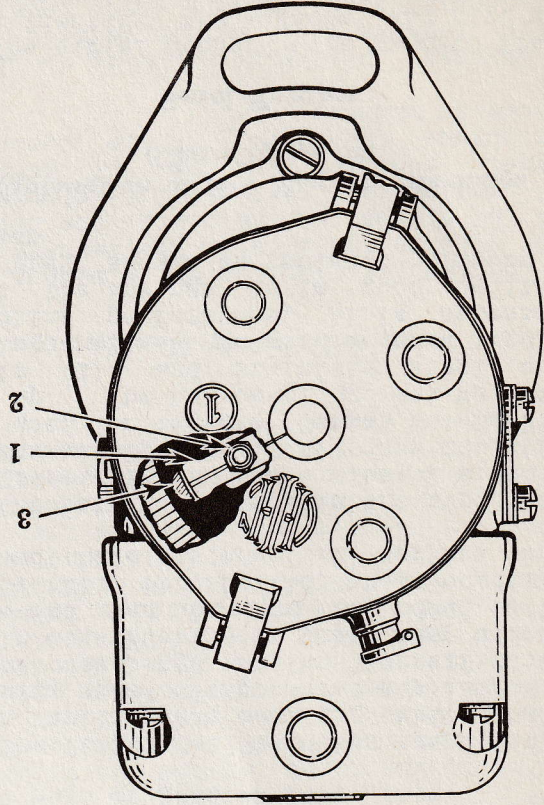
ILLUST. 110--CORRECT METHOD OF REMOVING IMPULSE COUPLING NUT. 1--PIN CONNECTING HOLE IN IMPULSE DRIVING MEMBER AND LUG OF MAGNETO MEMBER. 2--IMPULSE DRIVING MEMBER. 3--ADJUSTABLE WRENCH. 4--SOCKET WRENCH. 5--LUG ON IMPULSE DRIVING MEMBER.

ILLUST. 108--CHECKING CLEARANCE BETWEEN DISTRIBUTOR ROTOR METAL ARM AND THE INSERT IN DISTRIBUTOR CAP USING A CUTAWAY CAP. 1--MONEY METAL ARM. 2--ARM NUT. 3--DISTRIBUTOR CAP INSERT. 4--FEELER GUAGE.



tween the distributor arm and the insert in the distributor cap can be checked.

Another method is to apply a little prussian blue to the ends of the distributor arm, then place the distributor cap on the magneto. Next turn the mag-



ILLUST. 109--LOOSEN NUT (2) TO ADJUST DISTRIBUTOR ROTOR ARM (1) AS CLOSE TO ALL FOUR DISTRIBUTOR CAP INSERTS (3) AS POSSIBLE WITHOUT ACTUALLY RUBBING.