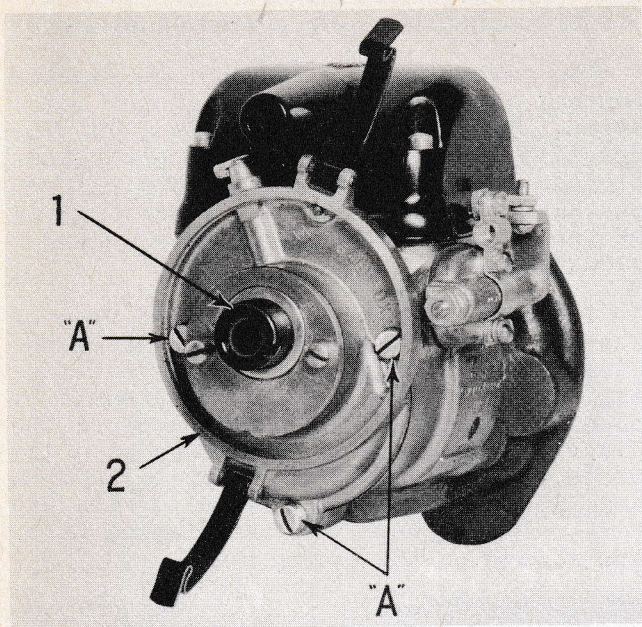


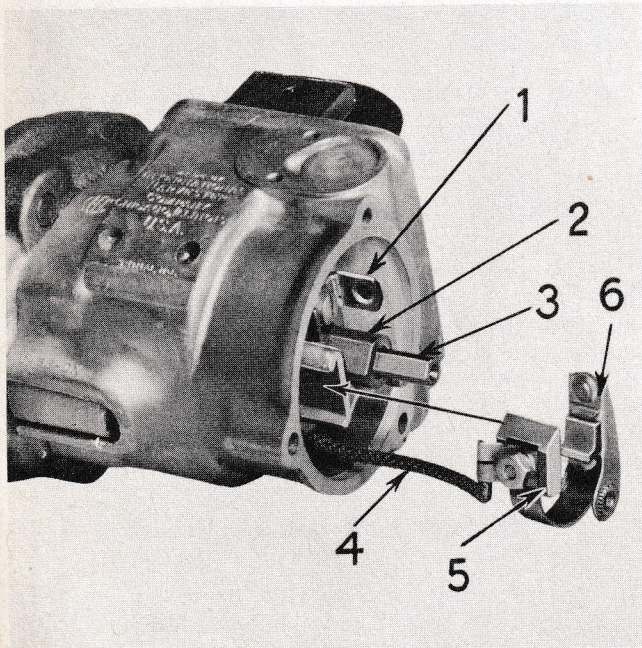
## BLUE RIBBON SERVICE



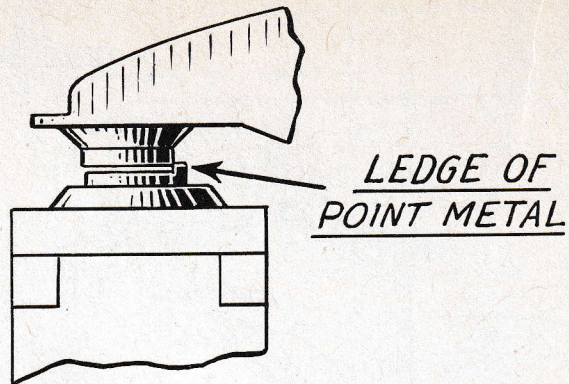
ILLUST. 84--H-4 MAGNETO WITH DISTRIBUTOR CAP AND DISTRIBUTOR ROTOR REMOVED. "A", SCREWS HOLDING DISTRIBUTOR BODY TO MAGNETO FRAME. 1--ROTOR SPINDLE. 2--DISTRIBUTOR BODY.

utor body is removed by loosening the screws "A" (Illust. 84). These screws should not be removed from the distributor body (2).

Now the breaker arm assembly (6) and spring anchor block (5), (Illust. 85) can readily be inspected and removed for any reworking required. As shown in Illust.



ILLUST. 85--H-4 MAGNETO WITH BREAKER ARM REMOVED (SEE ILLUST. 88.) 1--STATIONARY POINT. 2--BREAKER CAM, 3--"D" SHAPED END OF ROTOR SHAFT. 4--PRIMARY LEAD-OUT WIRE. 5--SPRING ANCHOR BLOCK. 6--BREAKER ARM ASSEMBLY.



ILLUST. 86--LEDGE OF POINT METAL CAUSES A SLOW BREAK AND POOR PERFORMANCE.

86 a ledge of point metal running up to the side of the companion point causes a slow break and a weak spark and poor performance. If points are not worn down they may be re-dressed as shown in Illust. 88, but if excessive wear has occurred, replace both stationary point and breaker arm.

At this same time examine the inside of the breaker housing for oiliness or grease. If oil has been leaking into the breaker housing the grease being used on the breaker arm in the distributor gear case is too thin. Remember that a dirty or oily breaker chamber means excessive breaker point wear. Keep the breaker chamber clean at all times.

Another possibility is that excessive lubricant is being injected into the distributor gear oil cup, or the felt seal, (Illust. 90) is not functioning properly. The replacement of felt seals is covered on Page 52.

### Adjusting Breaker Point

The point opening (1) should be .013" when rubbing block (2), Illust. 89, is on high point of cam (3). A gauge of this thickness is furnished with each tractor or power unit. Remove distributor cap, distributor rotor, (Illust. 83) and distributor body. Turn rotor until rubbing block (2) is on high point of cam (3). Loosen screw (8) in stationary point (7) and tap until gauge will slip snugly in opening. After adjustment be sure to retighten screw. When installing distributor body, be sure the pinion gear hub (5) which has a flat spot (Illust. 90) lines up with flat spot on the rotor shaft (6).

If breaker points are adjusted while magneto is mounted on engine, see section on timing of the magneto before re-assembling distributor body.