

## C.D. IGNITION — 345 - 354 ENGINE TYPES

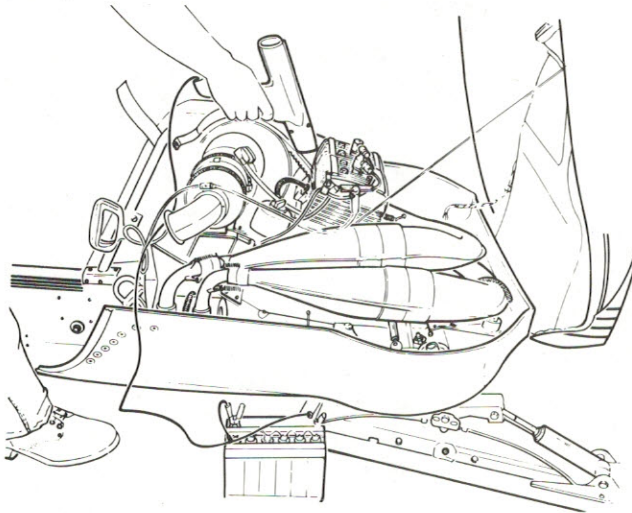
### FOREWORD

On models equipped with a C.D. ignition system, plug firing is initiated by an electrical pulse. This pulse is released when a metal projection on the flywheel hub rotates near the pick-up coil. Therefore, timing must be performed while the engine is running.

A stroboscopic timing light such as Sun PTL 45, Snap-On MT215B, Bosch EFAW 169A, or a suitable equivalent, plus a 12 volt battery are needed.

### 345 ENGINE TYPE

Place ski tips against a wall. Use a support incorporating protective guard to block vehicle off the ground. (Approx. 15 cm (6") between track and floor). Remove rubber plug from upper crankcase half. Connect an operating timing light to magneto side spark plug wire.

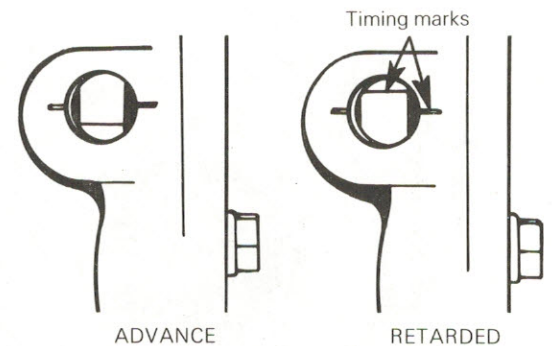


◆ **WARNING:** Ensure that no one will pass behind the vehicle, even momentarily, while timing engine. Also, make sure that pulley guard is in position and that track is clear of tools, clothes, etc.

Start engine. The magneto ring/crankcase timing marks should coincide when full advance is obtained. Full advance is at 5,000 RPM.

▼ **CAUTION:** Running the engine unnecessarily will cause premature slider shoe wear.

If the timing marks do not coincide, remove rewind starter and starting pulley. Slacken off the two (2) Allen capscrews securing the armature plate. Rotate plate clockwise if timing is advanced, counter-clockwise if timing is retarded.



Once timing is correct on mag. side, release throttle, apply the brake and turn off the ignition. Connect timing light to P.T.O. side spark plug wire. Start engine and check if P.T.O. timing coincides with mag side timing.

If timing does not coincide, install a T.D.C. gauge into P.T.O. spark plug hole. Scribe true marks on magneto ring at lower and upper timing limits B.T.D.C.: 0.87-1.37 mm (.0034-.054"). Repeat for other cylinder.

Position armature plate so that both cylinders fire within specified tolerance.