

all readings of the marks referred to must be taken when said marks appear on the top center as the fly wheel is rotated, the person taking the reading standing in front of the radiator.

To Time the Magneto

When the car leaves the factory the magneto is properly set. The distributor of the magneto that is, that part of the magneto into which the rubber cables extend, can be lifted off by unloosening two small brass screws on each side of the black rubber housing. When this is taken off the inside should be carefully wiped out with clean waste moistened in a little gasoline. The second part of the magneto that may require occasional cleaning is the small brass box directly under the black rubber housing. Oil occasionally works into it, causing the engine to misfire. This should be cleaned as follows: First unloosen the small rod that connects to the spark advance. Second, loosen set screw at bottom of magneto, holding cover to breaker box. By pushing the spring one side, the cover of the breaker box will come off, then the breaker box itself can be pulled out. This should be cleaned with gasoline. Let dry thoroughly before starting engine. Unless badly pitted the platinum points should be let alone. The brass breaker box should then be replaced in the same way as removed.

Note: If the platinum points are badly pitted they should be smoothed with the finest emery paper or the very smallest dead smooth file and readjusted.