With piston at specified position, slacken lower breaker point retaining screw then readjust breaker points gap until fluctuates or tone signal level varies.

- If timing is too early decrease breaker points gap toward lower limit, i.e. 0.30 mm (.012"), then recheck timing.
- If timing is too late increase breaker points gap toward upper limit, i.e. 0.40 mm (.016"), then recheck timing.

NOTE: Breaker points gap can change upon tightening. Always recheck after tightening.

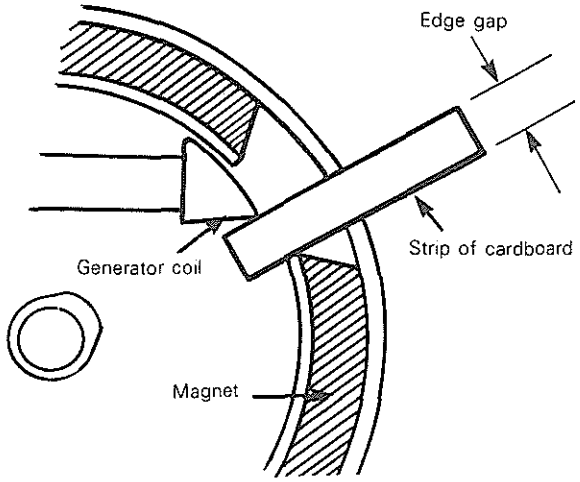
EDGE GAP VERIFICATION

By following either of the procedures mentioned herein the edge gap will automatically be adjusted. However, if the edge gap is to be verified, proceed as follows:

- From timing marks, rotate magneto clockwise $\frac{1}{4}$ of a turn, then slowly turn magneto back counterclockwise until timing light fluctuates or until tone signal sound level varies **(for 640 engine type, hold advance mechanism in full advance position).**

  At this point check the distance between generator coil end and magnet (edge gap), with a strip cardboard of appropriate width. (Refer to the following table.)

Engine type	Edge gap
377, 444, 464, 503	8 – 12 mm (.315 – .472")
640	7 – 10 mm (.275 – .394")



If edge gap is more of less than specified, the problem lies within engine internal components (crankshaft out of alignment, broken Woodruff key, loose breaker cam, etc.). Corrective measures should be applied.