

## IGNITION

### Flywheel Type Internal Breaker

Breaker point assemblies of style shown in Fig. 9 are removed by loosening the screw holding the post. The condenser on these models also includes the breaker point. The condenser is removed by loosening the screw holding the condenser clamp.

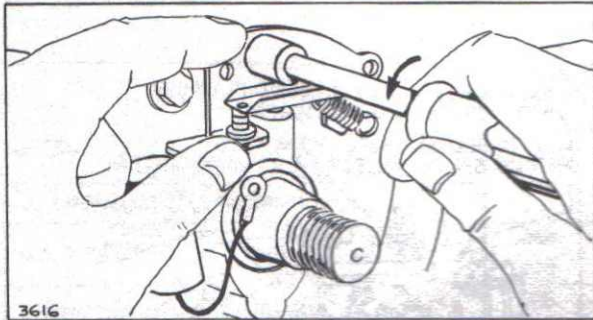


Fig. 8 — Breaker Point Assemblies

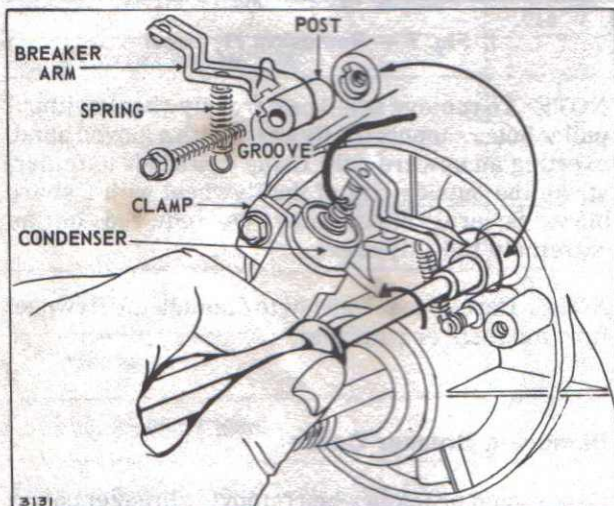


Fig. 9 — Breaker Point Assemblies

#### Check Breaker Point Plunger Hole

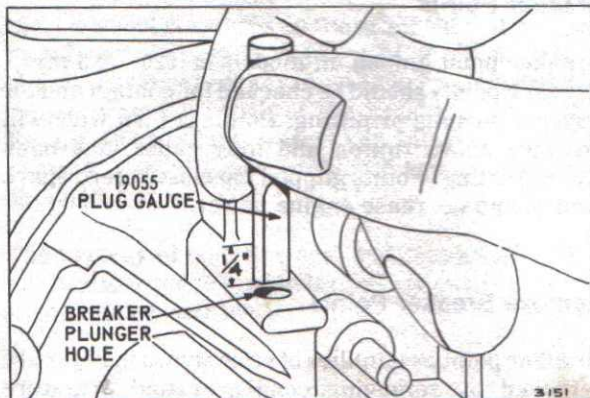


Fig. 10 — Checking Breaker Plunger Hole

If the breaker point plunger hole becomes worn excessively, oil will leak past the plunger and may get on the points, causing burning. To check, loosen breaker point mounting screw and move breaker points out of the way. Remove plunger. If the flat end of the 19055 plug gauge will enter the plunger hole for a distance of 1/4" (6.35 mm) or more, the hole should be rebushed. Fig. 10.

#### Install Breaker Point Plunger Bushing

To install the bushing, it is necessary that the breaker points, armature, crankshaft and starter be removed. Use reamer 19056, to ream out the old plunger hole. See Fig. 11. This should be done by hand. The reamer should be in alignment with the plunger hole. Drive the bushing 23513, with driver 19057 until the upper end of the bushing is flush with the top of the boss. Fig. 11. Finish ream the bushing with reamer 19058. All reaming chips or dirt must be removed.

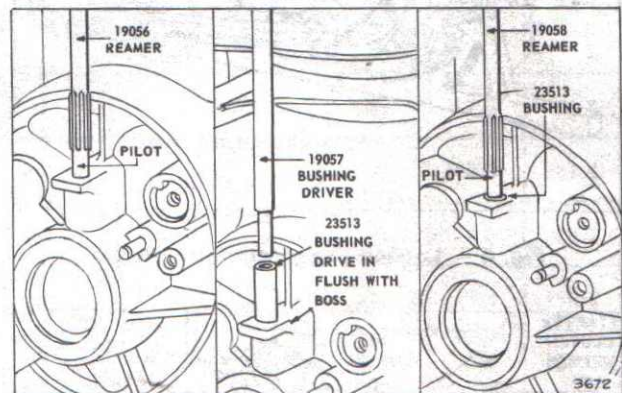
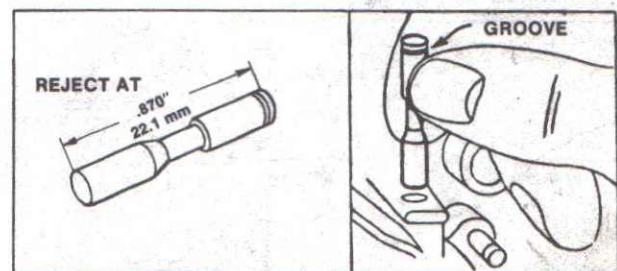


Fig. 11 — Installing Breaker Plunger Bushing

#### Breaker Point Plunger

If the breaker point plunger is worn to a length of .870" (22.1 mm) or less, it should be replaced. Plungers must be inserted with groove at the top when installed or oil will enter breaker box. See Fig. 12.



Checking Plunger

Inserting Plunger

Fig. 12