3. Thread Timing Gauge (91-30290A1) into No. 4 spark plug hole.
4. Turn flywheel until No. 4 piston strikes Timing Gauge.
5. While turning flywheel, thread Timing Gauge in or out so that piston can "rock" over center shaft of gauge, indicating that Timing Gauge is set at top dead center position.
6. Rotate flywheel clockwise ¼ turn.
7. Depress center shaft of Timing Gauge and rotate ¼ turn to seat on tool body shoulder (.030" BTDC position). Be careful that tool body does not move, or preceding procedure will have to be repeated.
8. Rotate flywheel clockwise until No. 4 piston strikes Timing Gauge center shaft. This is .030" BTDC. (Figure 5)
9. Connect one test lead of Timing Meter (91-22966) or Magneto Analyzer 91-25213 (selector switch, on No. 2, Distributor Resistance) to white lead (No. 1 coil primary) at terminal block with second lead of timing unit attached to distributor frame.
10. Advance distributor slowly until point breaks, as indicated by timing unit used.
11. Slide throttle pickup plate so that first throttle pickup tab (without nylon sleeve) just touches carburetor cluster. (Figure 5)
12. Tighten throttle pickup plate screws.
13. Turn distributor against .235" stop.
14. Bend second throttle pickup pin (with nylon sleeve) against carburetor cluster (.000" to .015" gap).
15. Lubricate cam's travel surface and nylon pin with MULTIPURPOSE Lubricant.

VI. STARTING SWITCH ADJUSTMENT

A. Merc 700 (below Serial No. 1303410) and Merc 600 (below 1305193)

1. Forward Interlock Starting Switch Adjustment
   a. After engine has been properly timed for .235" BTDC, turn distributor against dis-

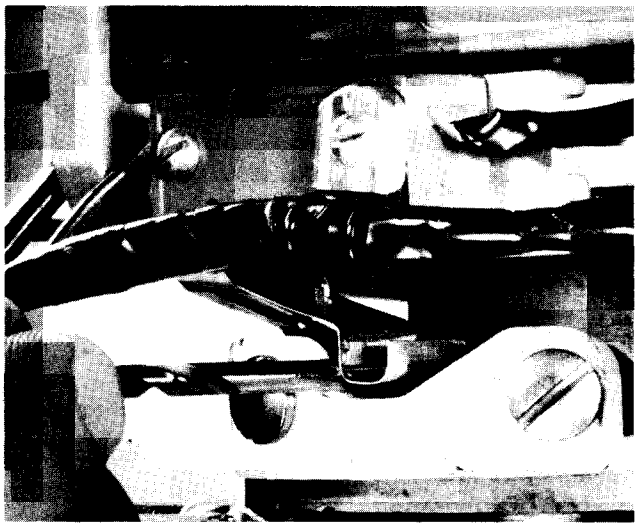

Figure 6. Forward Starting Switch Adjustment, Early Merc 700-600 Engines

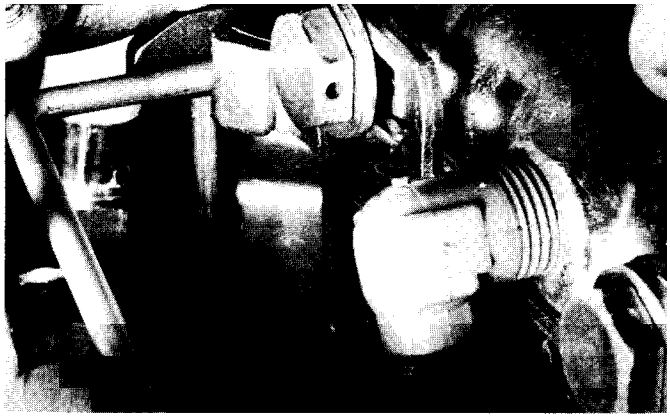

Figure 7. Reverse Starting Switch Adjustment, Early Merc 700-600 Engines

tributor forward stop screw.
   b. Insert a 5/32" drill or rod into interloc actuator cam between switch leaf and re verse cam lobe. (Figure 6)
   c. Slide interlock switch against 5/32" dia meter drill or rod and tighten screws o switch.

2. Reverse Interlock Starting Switch Adjustmen
   a. Attach one lead of Magneto Analyzer (91 25213) or Continuity Meter (91-22966) t green terminal on top starter solenoid an connect second lead to center small pi ("B" orange) of internal harness.
   b. Insert 3/32" diameter drill against revers throttle pickup lever and reverse pickup
   c. Turn distributor in reverse direction unti throttle pickup lever just touches drill o rod. (Figure 7)
   d. Slide switch until meter needle hand move to show contact and tighten reverse switcl screws.
   e. Lubricate nylon cam lightly with MULTI PURPOSE Lubricant.

B. Merc 700 (Serial No. 1303410 and above)

3. Forward Starting Switch Adjustment
   a. After engine has been properly timed fo .235" BTDC, turn distributor agains forward stop screw.
   b. Adjust forward switch so that the rubbin portion of the spring leaf is in the botton center of the nylon cam. Cam has marl for lineup, as shown in Figure 8.
4. Reverse Starting Switch Adjustment
   a. Turn distributor in reverse direction unti it touches carburetor throttle shaft (do no confuse this with throttle pickup bracke clamp).
   b. Adjust reverse switch so that the rubbin portion of the spring leaf has started dow the cam. (Figure 9) Nylon cam has mark for lineup, as shown in Figure 9.
   c. Lubricate cam's travel surface lightly wit MULTIPURPOSE Lubricant.