11. Hold distributor at this position and adjust distributor advance stop screw to just touch pilot assembly and tighten lock nut.
12. Recheck distributor advance to insure correct setting.

III. REVERSE PICKUP ADJUSTMENT

NOTE: Nylon rack first full tooth fits into second full tooth of distributor sector gear when distributor is in full advance in reverse direction. (Figure 4)

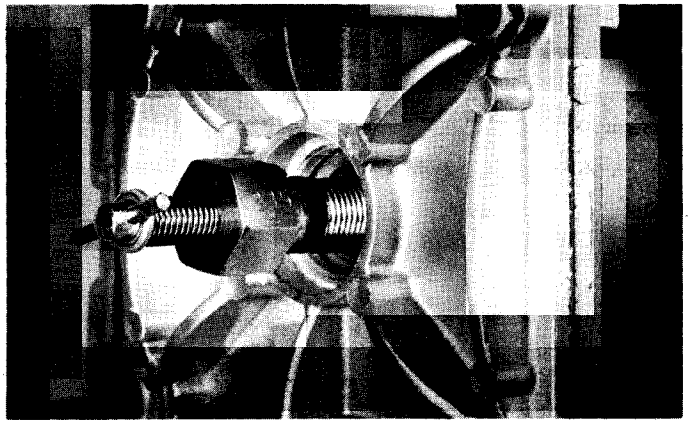

Figure 3. Timing Gauge in Spark Plug Hole

1. Reverse throttle pickup lever is set to end of slot travel which gives most spark advance in reverse. This means that the plate will be moved as far to right of distributor (when viewed from front of engine) as slots allow.
2. Secure with lock wire.
3. Insert No. 40 size drill, or equivalent, 3" into top carburetor throttle shutter opening. (Figure 5) Drill must be in vertical center on port side of throttle shutter between shutter and carburetor body. (Figure 5)
4. Advance distributor in extreme reverse advance position until it stops.
5. Adjust carburetor shaft reverse pickup bracket until it just touches reverse throttle pickup lever. (Figure 5)

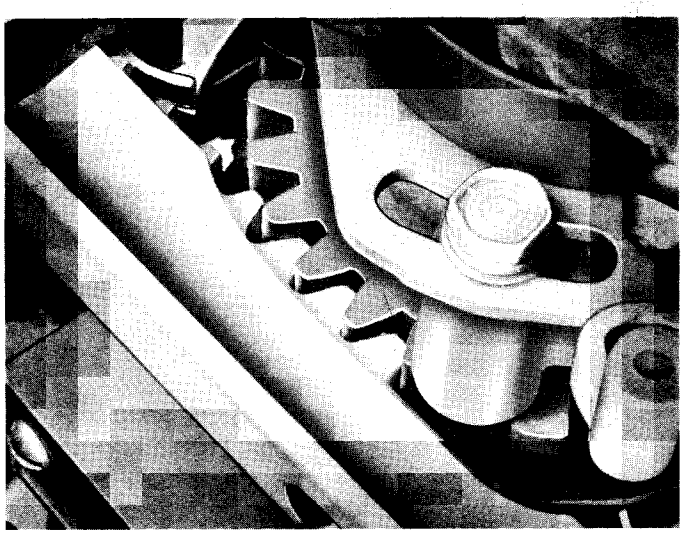

Figure 4. Nylon Rack and Distributor Sector Gear in Full Reverse Position

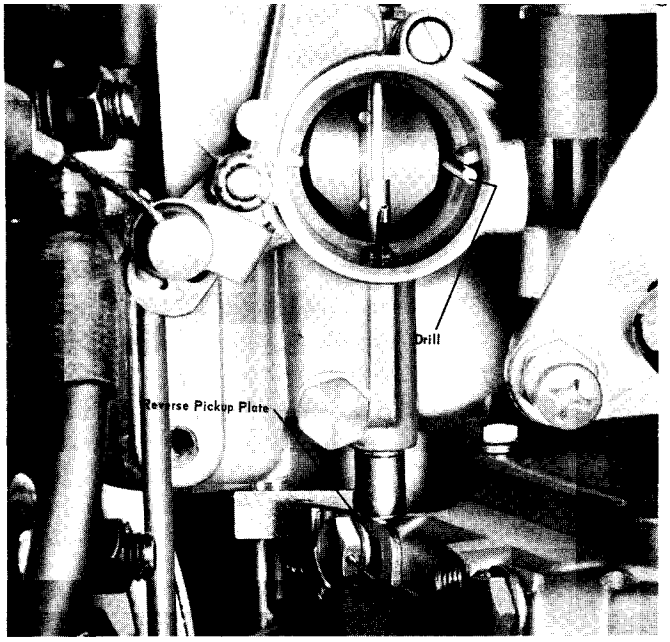

Figure 5. Reverse Pickup Bracket Adjustment

IV. FORWARD PICKUP ADJUSTMENT

1. Position distributor with side high tension lead facing approximately forward.
2. Place No. 3 piston at .030" BTDC (before top dead center) by rotating flywheel in a clockwise (forward) direction from BDC (bottom dead center).

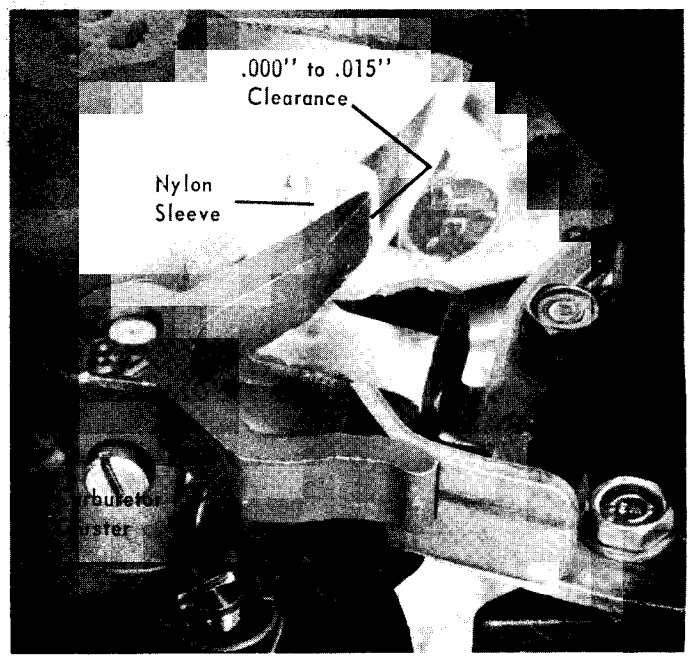

Figure 6. Forward Pickup Adjustment

3. Thread Timing Gauge (91-30290A1) into No. 3 spark plug hole.
4. Turn flywheel until No. 3 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.