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 (.235" BTDC position). *NOTE: Be careful that tool body does not move, or preceding procedure will have to be repeated.*
8. Rotate flywheel clockwise until No. 3 (or No. 4) piston strikes Timing Gauge center shaft. This is .235" BTDC.

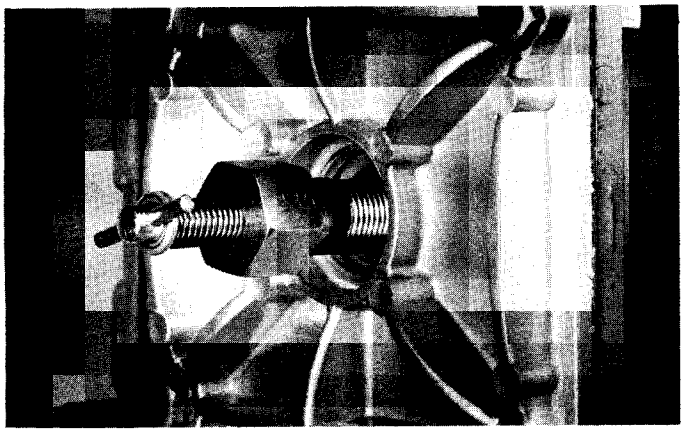

Figure 3. Timing Gauge in Spark Plug Hole

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.
10. Attach second lead of tester to distributor frame.
11. Retard distributor against "idle speed" stop screw. (Figure 4)
12. Turn distributor rotor slowly counterclockwise to touch drive coupling.
13. Turn distributor (holding rotor) slowly counterclockwise until points break, as indicated by timing unit used.

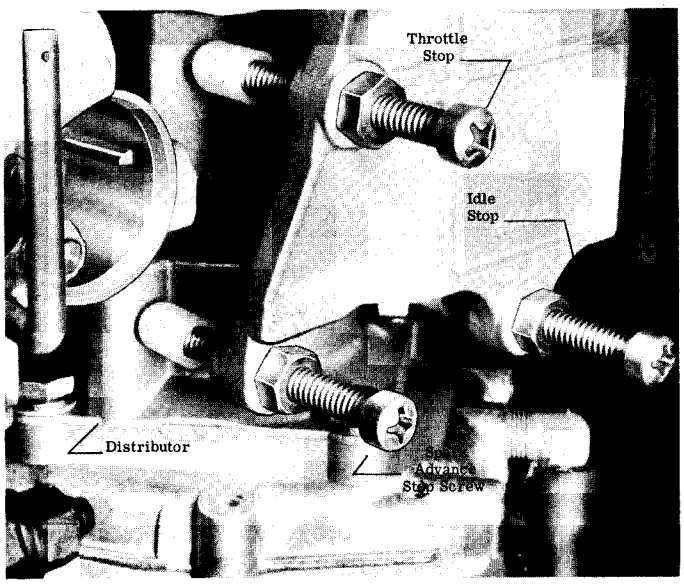

Figure 4. Spark Advance Adjustment

14. Hold distributor in this position and adjust spark advance stop screw to just touch pilot assembly and tighten lock nut.
15. Recheck steps 11, 12 and 13 to be sure adjustment is correct.

D. Pickup Plate Adjustment

1. Thread .015" Timing Gauge (91-31161A1) into No. 3 spark plug hole of Merc 850-800, No. 4 spark plug hole for Merc 700. (Figure 3)
2. Turn flywheel until piston strikes Timing Gauge.
3. 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 (TDC) position.
4. Rotate flywheel clockwise ¼ turn.
5. Depress center shaft of Timing Gauge and rotate ¼ turn to seat on tool body shoulder (.015" BTDC). *(Note: Be careful that tool body does not move or preceding steps will have to be repeated.)*
6. Continue to rotate flywheel clockwise until piston strikes Timing Gauge.
7. 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.
8. Attach second lead of tester to distributor frame.
9. Retard distributor against idle stop screw.
10. Turn distributor rotor slowly counterclockwise to touch drive coupling.
11. While holding rotor in this position, rotate distributor slowly counterclockwise until points break, as indicated by timing unit used.
12. Loosen throttle pickup plate screws. (Figure 5)
13. Slide throttle pickup plate so that first throttle tab (without nylon sleeve) just touches carburetor cluster. (Figure 5)
14. Tighten throttle pickup plate screws.
15. Turn distributor against .235" ("spark advance") stop.
16. Bend second throttle pickup pin (with nylon sleeve) against carburetor cluster (.000"-to-.015" gap). (Figure 6)

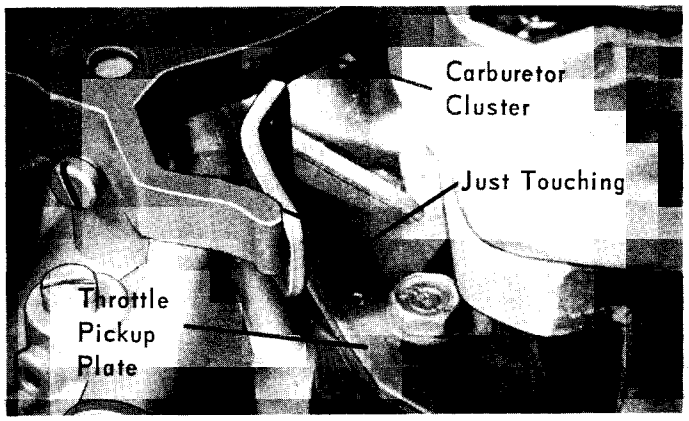

Figure 5. First Throttle Pickup Tab Adjustment