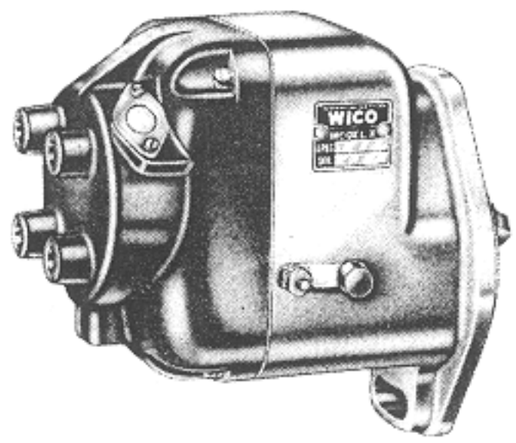
SERVICE INSTRUCTIONS FOR MODEL XH WICO MAGNETO



INDEX

Original - July 1, 1950 - Printed in U.S.A.

www.magnetoparts.com

DISTRIBUTOR CAP & DISTRIBUTOR ARM

XH ONE CYLINDER MODELS

On single cylinder models neither distributor cap nor distributor arm are used, as the high tension current is taken directly from the secondary terminal of the coil through the outlet terminal in the cover of the magneto. To remove the cover, loosen the screws, 5622, which hold it in place. It is not necessary to completely remove these screws from the cover. When replacing the cover make sure the gasket is in place.

XH TWO AND FOUR CYLINDER MODELS

On XH multi-cylinder magnetos, those having the distributing arm mounted directly on the rotor shaft, the distributor cap is removed by loosening the 3 or 4 screws, 5622, that hold it in place. After the cap has been removed the distributor arm may be pulled off the shaft. When replacing either the arm or the cap make certain that the arm does not hit the inserts in the cap and that the cap gasket is in place.

XHG TWO, FOUR AND SIX CYLINDER MODELS

On XHG multi-cylinder magnetos, those having geared distributor arms, the distributor cap is removed in the same manner as described above. After the cap is removed, the distributor arm may be pulled off the bridge. When replacing the arm, make sure the timing marks are lined up on the distributor arm and the pinion gear. When replacing the cap, make sure the cap gasket is in place.

BREAKER POINTS

The breaker points should be adjusted to .015" when fully opened. To adjust the contacts, loosen the two clamp screws, 5900, enough so that the contact plate can be moved. Insert the end of a small screw driver in the adjusting slot and open or close the contacts by moving the plate until the opening is .015", measuring with a feeler gauge of that thickness, tighten the two clamp screws.

To replace the contacts remove the breaker spring clamp screw, 6017, the breaker arm lock and washer, 3219 and 4210, then lift the breaker arm from its pivot. Remove the aligning washer, 5717, and the two fixed contact clamp screws, 5900. The breaker plate can then be removed.

If the contacts need replacing, it is recommended that both the fixed contact and the breaker arm be replaced at the same time, using replacement breaker set X5996.

After assembly the contacts should be adjusted as described above. The contacts should be kept clean at all times. Lacquer thinner is an ideal cleaner for this purpose. Use WICO tool S-5449 to adjust the alignment of the contacts so that both surfaces meet squarely.

CONDENSER

To remove condenser, X5614, first disconnect the condenser lead by removing the breaker arm spring screw, 6017, then remove the two condenser clamp screws, 5411, and the condenser clamp, 5532. When replacing the condenser, make sure it is properly placed and that the clamp screws are securely tightened.

COIL AND COIL CORE

The coil and coil core must be removed from the magneto housing as a unit. After the distributor cap and distributor arm have been removed, and the primary wire disconnected from the breaker arm spring terminal by removing screw, 6017, take out the two coil core clamp screws, 5411, and remove the clamps, 5633. The coil and core can then be pulled from the housing. When replacing this group, make sure that the bare primary wire is connected under the core clamp screw and that the insulated wire is connected to the breaker arm spring terminal.

www.magnetoparts.com

COIL TESTING

When using an Eisemann coil tester, connect the ground lead of the tester to the ground wire of the coil, bare wire, connect the breaker lead of the tester to the insulated primary wire of the coil, connect the spark lead of the tester to the high tension terminal on the coil. The coil must be replaced if it requires more than the value shown on Bulletin #26 in the Sales Bulletin section.

REMOVAL OF COIL FROM CORE

The coil, X5700, is held tight on the core, X5524, by two wedges, 10383. It will be necessary to press against the coil core with considerable force to remove it from the coil. The coil should be supported in such a way that there is no danger of the primary of the coil being pushed out of the secondary.

When replacing the coil on the coil core, slide it on and then press in the two coil wedges, one on each end, until they are flush with the primary of the coil.

STOP DEVICES

There are three different types of stop devices for the XH WICO magnetos, all of which serve the same fundamental purpose, that of rendering the magneto inoperative by short circuiting the primary circuit and thus stopping the engine. The illustration on page 5 shows these three different types of stop devices and distinctly illustrates the manner in which they are assembled to the housing. In all cases the two small fibre washers, M-34X, are inserted into the hole in the side of the main housing. All parts below the two M-34X washers are assembled on the inside of the magneto. All parts above the M-34X washers are assembled on the outside of the magneto. Each of these stop devices is available as a replacement kit. Each kit contains all of the parts necessary for completely replacing the stop device of the type. If the stop device is on the left side of the magneto, as viewed from the drive end, use ground connector, 5635; if the stop device is on the right side, use ground lead group X5747.

The first type of stop device shown is the standard ground connection unit. This type can be used when it is desired to remotely control the magneto, i.e., by attaching a wire to the ground stud between lockwasher, M-55XA and flat washer, IXA-256, and leading it to a control switch, the other side of which is grounded, the magneto may be remotely controlled from any distance. The complete replacement kit for the standard ground connection unit is available under part number K6448.

To make a stop button unit from the standard ground connection unit, just install stop button, X5632, between lockwasher, M-55XA, and spacing washer, M-35X. To operate stop button, it is merely necessary to press upon the red stop button and hold it down until the engine stops, a matter of seconds. When the stop button is released the circuit is again opened and the engine is ready to start.

The second assembly shown is the Wisconsin type stop button. The black nut, 1992B, is rotated to the left on the left-hand threaded stud, 4631, which pushes grounding sleeve, A-170X, into contact with the housing - thus short-circuiting the primary. The magneto remains inoperative until the stop nut is rotated to the right, thus opening the circuit.

The Wisconsin type stop button is of distinct advantage on equipment, such as rail cars where the engine is geared directly to the wheels, as the regular stop button would not provide positive stopping for as soon as the stop button was released the engine would again start from the momentum of the car. This is not true with the Wisconsin type stop button. It is available as a replacement kit under the number K6449.

www.magnetoparts.com

STOP DEVICES (Con't.)

The third assembly serves the same purpose as the standard ground connection unit. The only functional difference is that it occupies less space due to the shorter ground stud, 6074. It was developed for and is used on Le Roi engines using Wico magnetos of the following specifications; XH-623, XH-633, XH-635 and XH-636. It is available as a replacement kit under the number K6450.

MAGNETIC ROTOR ASSEMBLY

To remove the magnetic rotor assembly, first remove the distributor cap and distributor arm on XH magnetos, or the distributor cap and pinion gear on XHG magnetos. The pinion gear may be pulled from rotor shaft after screw, 6466, is removed. Next remove the four impulse stop clamp screws, 6465, after which the magnetic rotor assembly may be pulled from the main housing by holding the main housing in one hand and pulling on the drive cup with the other.

When replacing the magnetic rotor assembly, make sure that the inside of the housing and rotor are free from dirt and chips, also that the impulse stops are on the correct side, and the top witness mark is in the correct position before tightening the four impulse stop clamp screws.

IMPULSE COUPLING

IMPULSE COUPLING LOCK

The impulse lock nut is best removed by placing the magnetic rotor in a vise (use brass jaws) and tighten them lightly against the flat sides of the magnetic rotor. After securing rotor, remove nut with a 3/4" socket WICO tool number S-4704, if the nut has a hex-head. On gear driven magnetos, remove snap ring, 6424, and thrust washer, 6425, then after removing the drive cup, the impulse coupling lock nut, 6412 or 6414, may be removed with a spanner wrench, WICO tool number S-9961. It it is desired to remove the impulse lock nut without removing the magnetic rotor assembly from the housing, insert an impulse holding tool, WICO tool NO. S-10204, between the ear on the driven flange and an impulse stop clamp screw, and proceed as above.

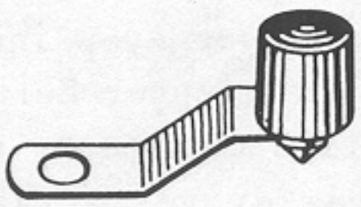
On Wico magneto, model XH-1343 with serial numbers from 0 to 15430, impulse lock nut, 6009, was used, on XH-1343 magnetos with serial numbers from 15431 to 48480 impulse lock nut, 6227, was used, and on XH-1343 magnetos with serial numbers from 48481 on, the new style impulse lock nut number 6412 is being used.

On Wico magnetos, XH-1295 with serial numbers from 0 to 19051 impulse lock nut number 6009 was used, on XH-1295 magnetos with serial numbers from 19052 to 54472 impulse lock nut number 6227 was used, and on XH-1295 magnetos with serial numbers from 54473 on, the new style impulse lock nut number, 6412, is being used.

On XH-1343 and XH-1295 magnetos having impulse lock nuts, number 6009 or 6227, replace them with lock nuts number 6414 or 6412 respectively. The new style impulse lock nuts, 6414 or 6412, have been installed on XH-1343 magnetos with serial numbers below 48481 if the serial number has a letter "S" stamped on the name plate in front of, or after the serial number. The above also applies to XH-1295 magnetos with serial numbers below number 54473. On all other gear driven XH magnetos impulse lock nuts, 6412 or 6414, have been and are now being installed at the factory with the exception of Novo specifications; XH-1308, and XH-1309 which have impulse lock nut number 6243.

When replacing impulse lock nut number, 6009, it is best to order a kit K-6444. This kit contains impulse lock nut, 6414, snap ring, 6424, and thrust washer, 6425. When replacing impulse lock nut, 6227, order kit K-6445. This kit contains impulse lock nut,

www.magnetoparts.com



X5632

3230

M-55XA

IXA-256

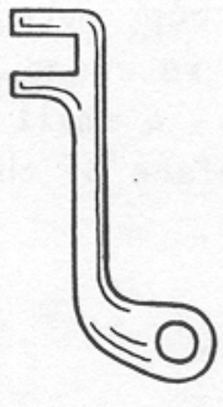
3230

M-55XA

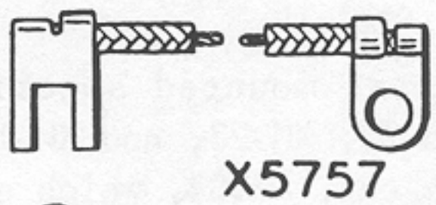
M-35X

M-34X

3539



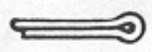
5635



X5757

3945

Standard Ground Connection
Kit K-6448



M-95X

1992B

A-170X

16-369

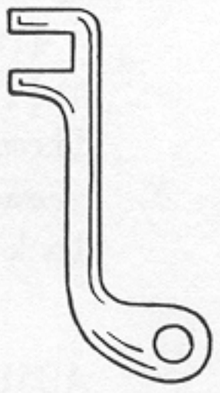
1991

M-33X

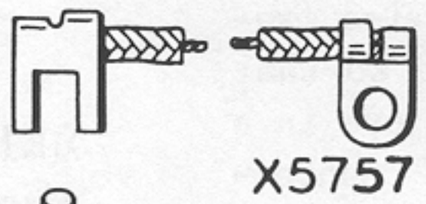
M-35X

M-34X

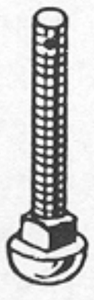
3539



5635



X5757



4631

Wisconsin Type Ground
Connection Kit K-6449

STOP DEVICES
FOR MODEL XH

Number at bottom of each line is number of replacement kit which includes all of the parts shown in the line above.

3230

IXA-256

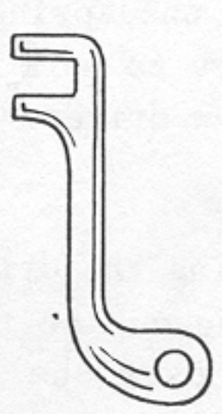
3230

M-55XA

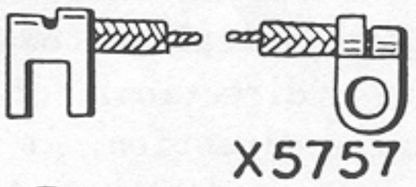
M-35X

M-34X

3539



5635



X5757

6074

Le Roi Type Ground
Connection Kit K-6450

www.magnetoparts.com

IMPULSE COUPLING LOCK (Con't)

6412, snap ring, 6424, and thrust washer, 6425. When replacing the old style nut with the new style, discard the drive cup spacing washer, 16-583.

There are two other types of impulse lock nuts. They are 6230, which has a fine thread (3/8 - 24), and 16-491C, which has a coarse thread (3/8 - 16). One or the other of these nuts are used on all XH and XHG type magnetos that are not gear driven.

DRIVE CUP AND DRIVE SPRING

To remove the drive cup, after having removed the impulse lock nut, in the case of magnetos that are not gear driven, as explained above, or remove the snap ring, 6424, and the thrust washer, 6425, on gear driven magnetos, turn the drive cup in the direction of the proper magneto rotation until the trip arm latches against the impulse stop. Continue to turn the cup until the projections on the cup have cleared the projections on the driven flange. Without the friction of these parts against each other the cup can be pulled out far enough to allow it to unwind. A firm grip should be taken on the cup to prevent possible injury to the hand. Then, pull the cup, with the spring still in it, off the shaft.

To remove the spring from the cup, it is merely necessary to work the spring out of the cup with a screw driver.

In replacing the drive spring, locate the spring over the cup so that the outer eye of the spring is over the slot provided on the inside wall of the cup. For a clockwise magneto the spring should be installed so that the turns spiral in toward the inner eye in a clockwise direction. For a magneto of counter-clockwise direction, it should spiral inwards in a counter-clockwise direction. Next insert the outer eye of the spring as far as possible into the proper slot. Next, take the drive cup spacer, 16-583, which contains the slot for the inner eye, insert a large screw driver in the center hole so it will bind, and the drive cup spacer can be turned with the screw driver acting as a handle. Insert the inner eye of the spring in the drive cup spacer slot and wind the spring around the spacer until the spirals close sufficiently to allow the spring to slide inside the drive cup. This method of winding the spring eliminates any possibility of distorting or scratching the spring surface. The spring may be more easily inserted if the lugs of the drive cup are securely held in a vise. The model XH and XHG drive cups can be used interchangeably on magnetos of clockwise or counter-clockwise rotation.

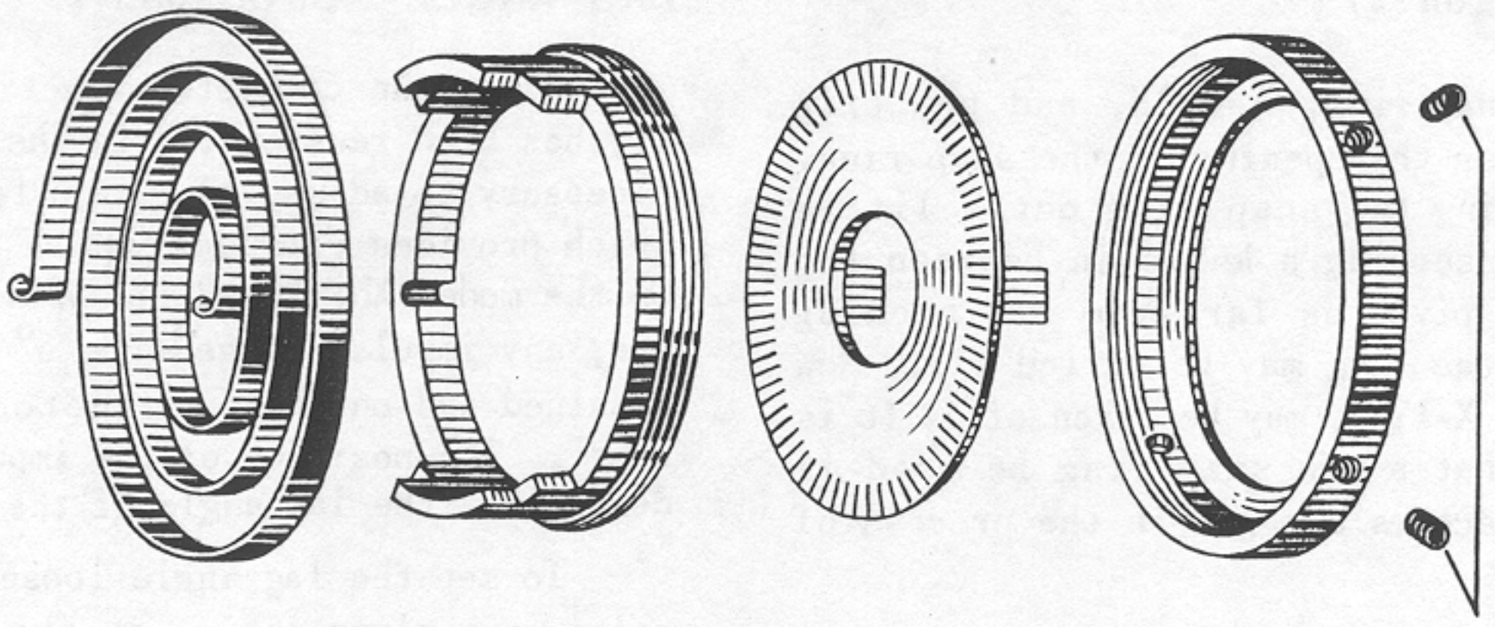
To reassemble the drive cup and spring to the magneto, proceed as follows: The impulse lock nut has to be replaced first on gear driven magnetos only. Then make certain that all parts are clean and there is grease between the turns of the impulse drive spring. Next, pull the inner eye with one turn of the spring out of the cup a little way. Place the drive cup over the end of the magnetic rotor shaft, making sure the inner eye of the spring is in the notch provided in the drive cup spacer washer. Press the parts together, hold the impulse cup out far enough so that the projections on the drive cup clear the flange, and then give the cup a full turn as follows: Make a half turn and allow the cup projections to lock against the driven flange, then, with a fresh hold on the drive cup, make the other half turn. When the cup is wound, press it firmly into place and apply a small amount of grease to the bearing surface of the impulse lock nut.

ADJUSTABLE DRIVE CUP

Model XH base mounted specifications, XH-19, XH-20, XH-22, XH-23, and XH-169 have an adjustable drive cup, X2084, which enables the lug angle on the drive cup to be set at any degree when the magneto is at advanced spark. The adjustment is made by removing the two coupling adjuster nuts and setting the lug plate in the desired position.

www.magnetoparts.com

ADJUSTABLE DRIVE CUP



ADJUSTABLE DRIVE CUP (Con't.)

Several specifications of the model XH and XHG flange mounted magnetos have our new style adjustable drive cup. (See illustration) To adjust the lug angle loosen the two number 10 set screws, and loosen the lock nut two complete turns, using Wico tool No. S-10164. It may be necessary to hold the magneto rotor shaft from turning by inserting tool No. S-10204 between the driven flange and a stop plate clamp screw. Push the lock nut down until the lug plate can be turned. The lug plates are marked for easy setting. The correct setting for the particular application is shown in the Installation Section. Line up the correct setting with the line on the cup flange, tighten the lock nut as tight as possible and tighten the set screws. It is recommended that the set screws be staked. It is not necessary to loosen the impulse lock nut to make the above adjustment.

Occasionally these adjustable cups can be used on magnetos of other specifications to adapt standard model XH specifications to fit unusual engine applications.

DRIVEN FLANGE GROUP & TRIP ARMS

After having removed the impulse lock nut, drive cup, drive spring and various spacing washers the driven flange group may be removed. If the driven flange does not pull off easily, remove the magnetic rotor assembly from the housing, and press the flange off with an arbor press. To support the flange while pressing the shaft out, it is best to use a steel ring under the impulse stop group. If this method is used it will be necessary to install a new oil slinger, 6204, when reassembling the magneto.

There are two different drive flange groups, one for each rotation. They are easily identified in the following manner. Hold the driven flange group with the trip arm pins facing you and turn it so that the two ears are horizontal. If a trip arm pin is now in the upper right-hand quadrant the driven flange is clockwise, but if a trip arm pin is in the upper left-hand quadrant, the driven flange is counter-clockwise.

Driven flange groups are furnished without the trip arms. When replacing the driven flange group, make certain that it is pressed on to the shaft as far as it will go. When pressing the driven flange on to the magnetic rotor assembly, always support the rotor by placing a block etc., under the cam.

TRIP ARMS

On XH one cylinder and XHG two cylinder magnetos only one trip arm is required. On XH two and four cylinder, and XHG four and six cylinder magnetos, two trip arms are used. Thus, by having driven flange groups of both rotation, together with a supply of trip arms, the correct driven flange assembly may be made up for any model XH or XHG magneto.

To remove trip arms, clamp the driven flange in a vise, push the point of a knife

www.magnetoparts.com

TRIP ARMS (Con't)

between the snap ring, A-243X, and the trip arm pivot, near the opening of the snap ring. This will spring the snap ring out a little and then by inserting a knife in between the snap ring and pivot as far from the opening as possible, the ring may be pulled off. Now the trip arm, X-179X, may be taken off. It is recommended that a new snap ring be used if the old one becomes damaged in the process of removal.

The simplest method of putting on a new snap ring is to take a socket wrench, or a similar device, of a size slightly larger than the pivot, put the ring on the pivot and press down on the ring with the open end of the socket wrench.

IMPULSE STOP GROUP

The impulse stop group used on the model XH and XHG magnetos serves not only to hold the driven flange group and rotor stationary while the impulse is winding up, but also contains an oil seal which prevents the lubricating oil, used in the engine, and other foreign matter from entering the magneto. The impulse stop groups used on XH and XHG magnetos can be used on magnetos of either rotation. For counter-clockwise magnetos, the impulse stop lug should be on the left-hand side of the magneto, and conversely when used on magnetos of clockwise rotation, the impulse stop lug should be on the right-hand side of the magneto as viewed from the drive end.

There are two types of impulse stop groups for XH and XHG magnetos, the first is X5549. This type has one impulse stop lug, and is used on XH-1 cylinder, XH-2 cylinder, XHG-2, XHG-4 and XHG-6 cylinder magnetos. The second type impulse stop group is X5550, and this type has two impulse stop lugs and is used on XH-4 cylinder magnetos. If a new oil seal is desired for the impulse stop group, it must be ordered separately by number 6199. A spring finger type oil seal will be found on some magnetos, but when replacing them a regular oil seal, 6199, should be used.

LAG ANGLE ADJUSTMENT

After the complete magnetic rotor assembly has been reassembled in the housing, it is necessary to adjust the impulse lag angle, which provides retarded spark for starting. On the model XH, XHG-2 and XHG-4 WICO magnetos, any impulse range from 5^{o} to 42^{o} may be obtained and on XHG-6 magnetos, from 5^{o} to $52\frac{1}{2}^{o}$. The position of the impulse stop group determines the lag angle of the magnetos.

To set the lag angle loosen the four impulse stop clamp screws at the outer edge of the stop group and set as follows: The impulse stop plate has stamped on its face, two witness marks 180^{o} apart, one of which is used for clockwise and the other for counter-clockwise magnetos. These marks serve to register against corresponding marks, 5^{o} apart, on the main housing, acting as a guide to the amount of rotation of the stop plate during the adjustment of the lag angle. When either the clockwise or counter-clockwise witness mark on the impulse stop group is even with the center mark on the main housing an impulse range of 13^{o} is obtained, with the following exception - on XHG-6 magnetos the range will be 33^{o}, and on XH-1042 magnetos with a 6274 drive cup it will be 3^{o}. The rotation of the stop plate in the same direction as the rotation of the magneto increased the impulse range by the amount of its rotation. Thus, since the marks on the main housing are 5^{o} apart, turning the stop plate one mark in the direction of the magneto rotation from the center mark will produce a range of 18^{o}. Turning the stop plate one mark in the opposite direction to the magneto rotation will produce an impulse range of 8^{o}. These variances of range are only approximate and the magneto should be tested on a rotary gap test stand and readjusted to accurately give range desired. After adjustment has been made be certain to tighten the impulse stop group clamp screws, 6465.

The above instructions for setting lag angle applies to all model XH and XHG magnetos with the exception of specification XH-1343 used by Wisconsin Motors Corporation. To set the lag angle on the XH-1343 magneto, with the

www.magnetoparts.com

LAG ANGLE ADJUSTMENT (Con't)

impulse stop lugs to your right, line up the witness mark on the impulse stop group with the timing mark on the housing - that is second from the top of the magneto - in a counter-clockwise direction. This will give approximately 30° impulse lag.

The proper lag angle for each specification XH and XHG magneto may be found in the table of variable parts in the model XH and XHG parts list in the Service Parts Section of this Manual. It is important that the lag angle be correctly adjusted to the value given in these tables to insure the most efficient performance of the engine for which the magneto is intended.

LUBRICATION

Model XH and XHG magnetos do not require oiling. The drive end of the magnetic rotor is supported by a double shielded bearing, WICO part 5517, it may also be ordered with the bearing cage and snap ring by part number X5521. The cam end of the magnetic rotor is supported by a porous bronze bushing that is oil impregnated, 5610.

On flange mounted models, it is important to seal the impulse spacer to the magnetic rotor shaft to keep engine oil from entering the magneto. Use Perfect Seal #4 for best results.

ROTORS

The ability of magnet steel to retain its magnetism is known as its coercive property. The magnet steel used in the model XH and XHG rotors has such extremely high coercive value that it is practically impossible for these rotors to lose any appreciable amount of magnetism under any condition. It is therefore, not necessary to recharge model XH and XHG rotors.

The table of variable parts of the model XH and XHG parts list in the Service Parts Section of this Manual shows the correct rotor for each specification model XH and XHG magneto. The correct part number of each rotor is also stamped on the rotor at the factory, therefore, making identification very easy.

MAIN HOUSING

CAUTION: Under NO condition should the four screws holding the laminated cores in the main housing be removed. These cores are put on at the factory and finished to very close tolerance to maintain the proper air gap between the cores and the rotor. Do NOT try to replace the distributor arm bridge on XHG housings. It is necessary to bore the distributor arm pivot hole after the bridge is assembled to the housing to maintain close tolerance between the distributor arm gear and the pinion gear. Therefore, when it becomes necessary to replace the distributor arm bridge, the complete main housing must be replaced.

IDENTIFICATION

The illustration in the model XH and XHG parts list of the Service Parts Section of this Manual shows the various types of mountings available. Also the table of variable parts in the Model XH Service Section shows the correct main housing for each specification magneto.

REPLACEMENT OF ROTOR BUSHING

In order to replace the bushing in the Model XH or XHG housing, it is necessary to use Wico rebushing tool S-10035 to properly locate bushing with respect to the face of the breaker plate.

DUST COVER

If the magneto is equipped with a dust cover, it may be removed by removing the screw, 5411. If the cork gasket, 5669, shows signs of wear, it should be replaced.

WARNING

Under NO condition should a battery be connected in any way to a WICO magneto. In several magneto failures the trouble was found to be that someone had tried to boost the spark output by connecting a battery to the ground stud. If this is done it causes a direct short every time the points close, and this burns the temper out of the breaker arm spring and pits the points. When the points are open it overloads the primary of the coil and causes coil failure. Also by overloading the primary, it makes an electromagnet out of the coil and coil core and this discharges the magnetic rotor.

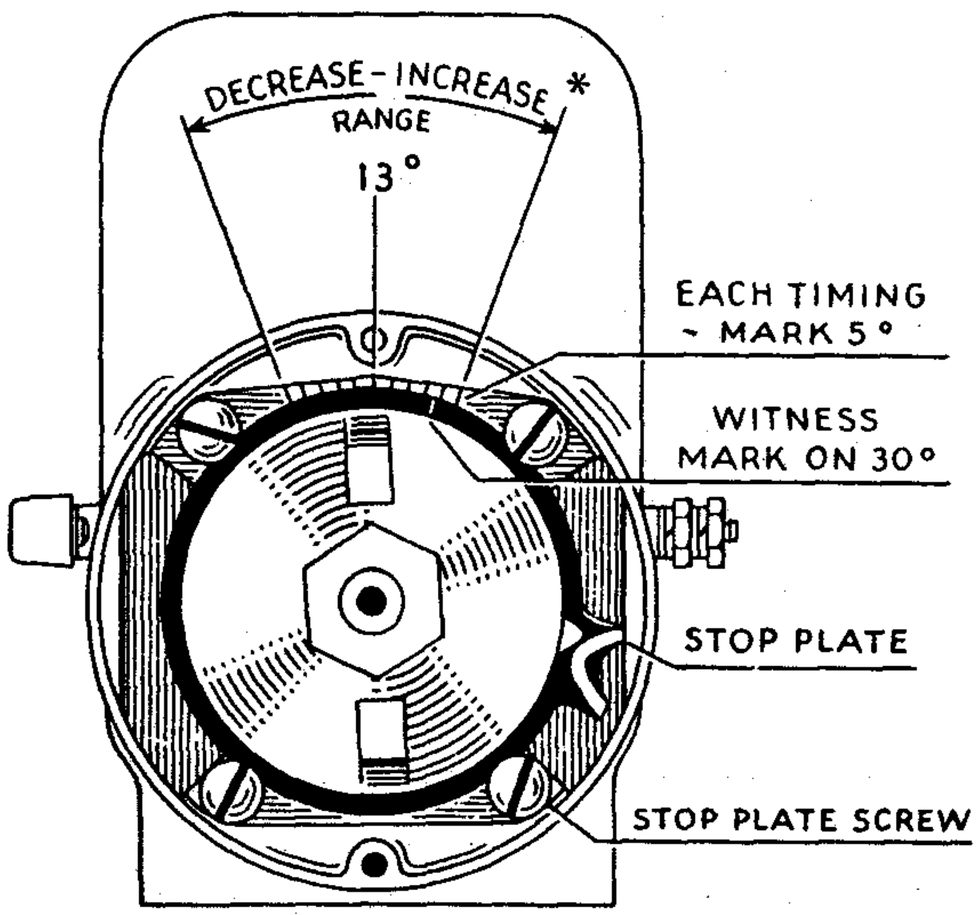
www.magnetoparts.com

WICO INSTALLATION INFORMATION

INSTRUCTIONS FOR CHANGING LAG ANGLE

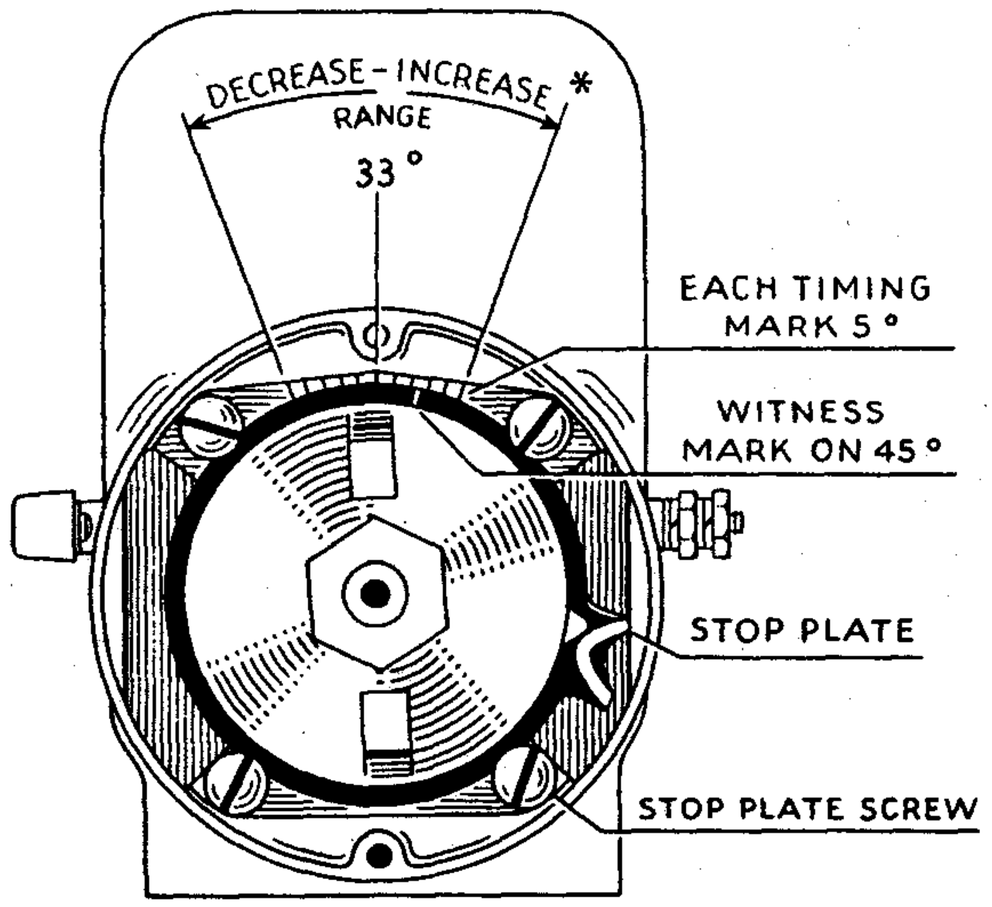
The reference to impulse lag angle, in the preceding tables, refers to the amount of retard in degrees from the position of advance spark. Lag angle is expressed in terms of magneto degrees and will differ from that shown on engine specifications depending on the ratio of engine revolutions to magneto revolutions obtained from magneto drive gears.

On Wico magnetos, the amount of impulse lag is determined by the position of an impulse stop plate. This plate has a witness mark which is aligned with corresponding markings on the main housing of the magneto. The position of the impulse stop plate is maintained by four stop plate screws and can be easily changed to provide any desired lag angle.



The impulse lag on many of the Standard XHG-4 Service Specifications and all of the heavy duty XHD-4 Standard Service Specifications are set at the factory for 30°.

To change the lag angle loosen the four stop plate screws shown in the sketch and move the impulse stop group in the direction outlined. If the witness mark on the impulse stop plate were lined up with the center timing mark on the magneto housing the lag angle or impulse range would be 13°. 1. On XHD and XHE units the timing mark would represent 33°. The marks on the housing are spaced 5° apart so the movement of the witness mark on the impulse stop plate from one timing mark to the next changes the impulse range by 5°.



Before installing the magneto, hand impulse the unit. Be sure to have it in the position in which it will be mounted. Particular care must be taken when the magneto is to be mounted upside down. Often the impulse stop plate will have to be turned ½ turn so the stop will catch the pawl and impulse the magneto.

*Impulse range is increased and decreased in the directions shown when the magneto is run counter-clockwise. Reverse directions for a counterclock magneto.

FOOTNOTE REFERENCES TO KITS AND XHE MAGNETOS

KIT—Reference in the footnote column of this booklet to K12042 indicates that the kit can be used in place of another magneto. Instructions for adapting the magneto to a particular application are included in the kit.

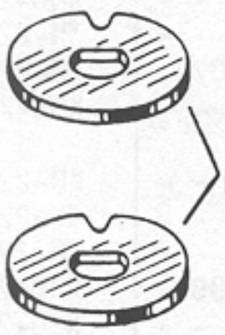
XHE—To adapt an XHE magneto to an engine, the impulse may have to be changed to agree with the angle in the "Impulse Required" column of the installation information. After the impulse is checked, the unit is ready for installation on the engine.

www.magnetoparts.com

IMPULSE PARTS

For magnetos without drive gear

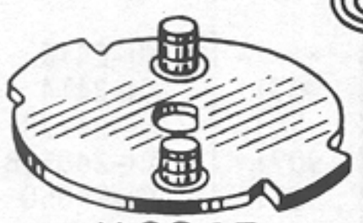
6230



1VA-583

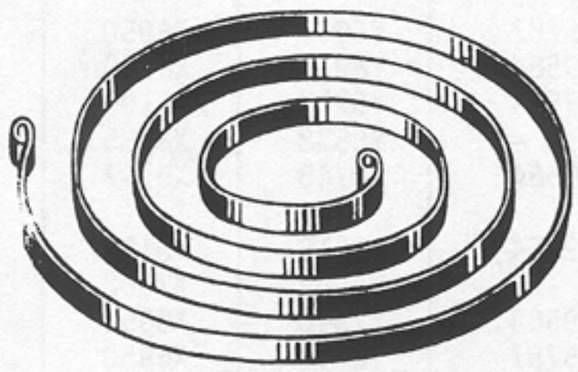
M-42XA

6587
9245
(XHD-2192B)



X2287
X6588 SPRING LOAD CCW

DRIVE CUP SEE TABLE



15-186

2288

2122

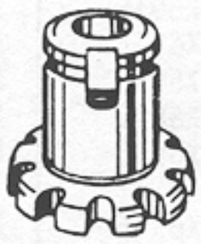
A-179X

For gear driven magnetos

KIT NO.
K6444
*K6445

6424 — 9642*

6425 — 9641*

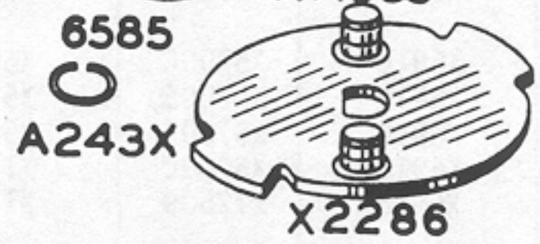


6414
6412 — 9644

*FOR USE ON SPECS. XH-2286 & XH-2392 NO KIT AVAILABLE

IVA583

6585



A243X

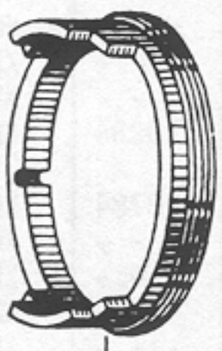
X2286
X6586 SPRING LOAD CW

ADJUSTABLE DRIVE CUP

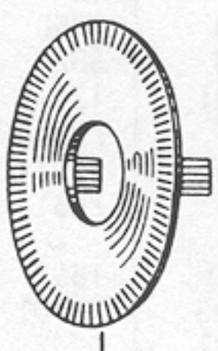
For flange mounted magnetos

Complete Drive Cup Unit
XH-4 and XHD-4 CW-X6634, CCW-X6635
XH-6 and XHD-6 CW-X6954, CCW-X6955

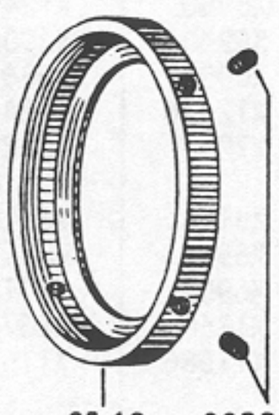
15-186



6443 (4 CYL.)
6956 (6 CYL.)



6432 (4 CYL.)
7058 (6 CYL.)



6540

6633

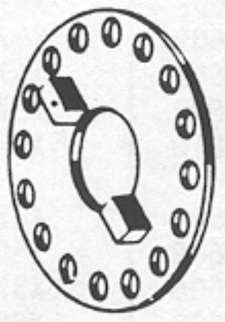
ADJUSTABLE DRIVE CUP

For base mounted magnetos

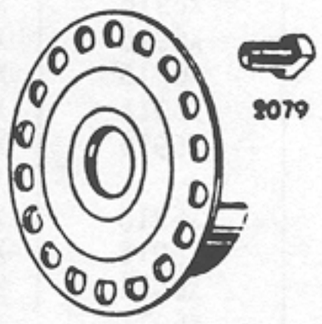
Complete Drive Cup Unit X2084

1297 4749

A329X



A-146

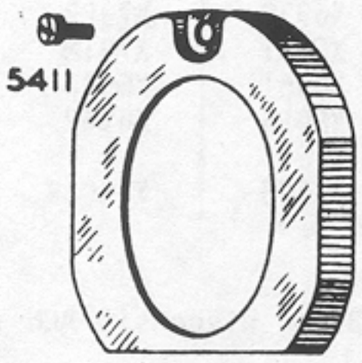


2078

2079

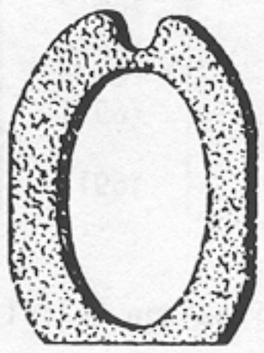
DUST COVER UNIT

X6768

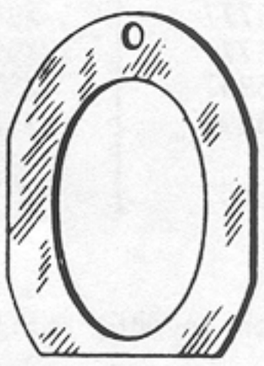


5411

6695

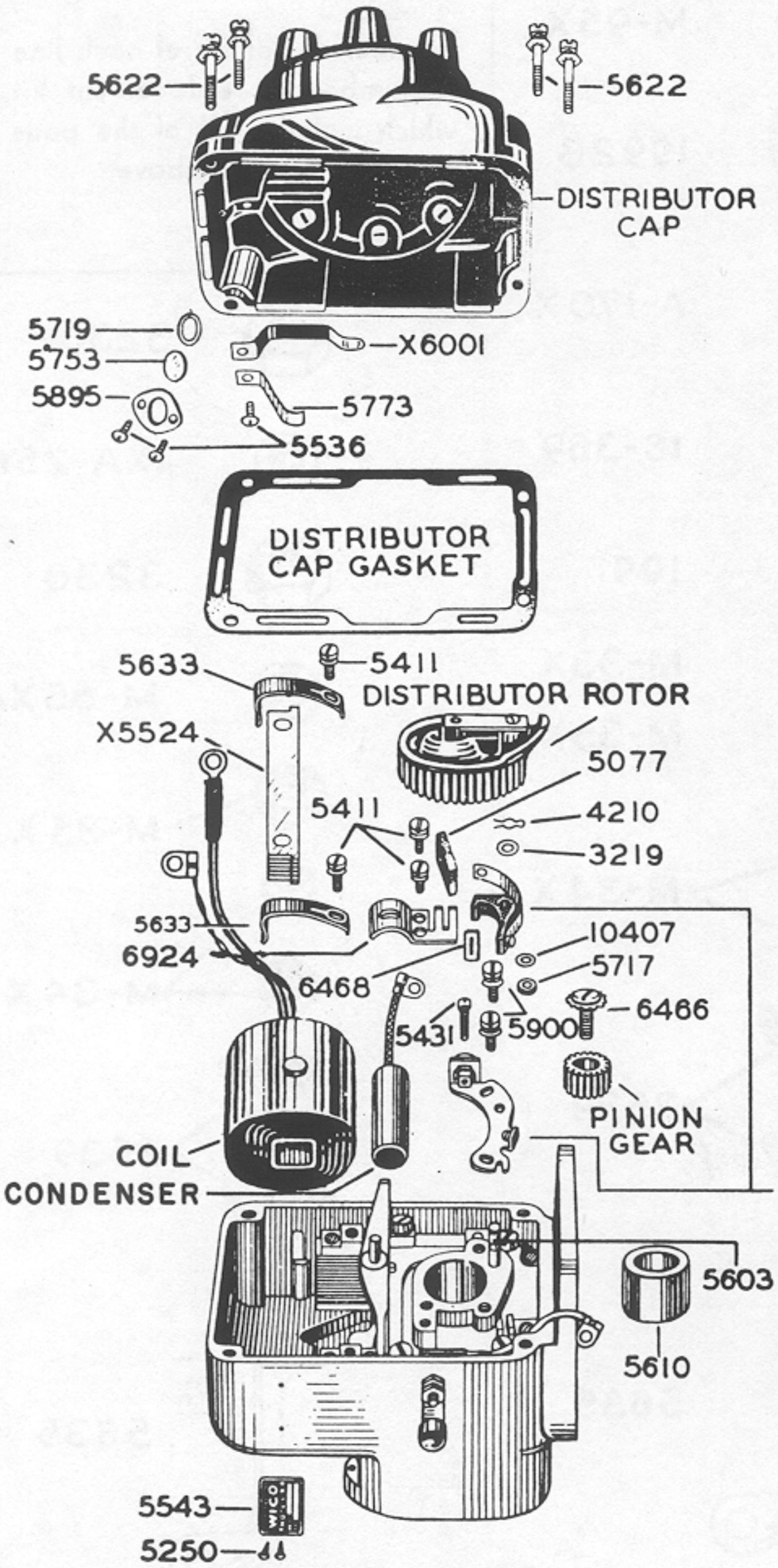


6693

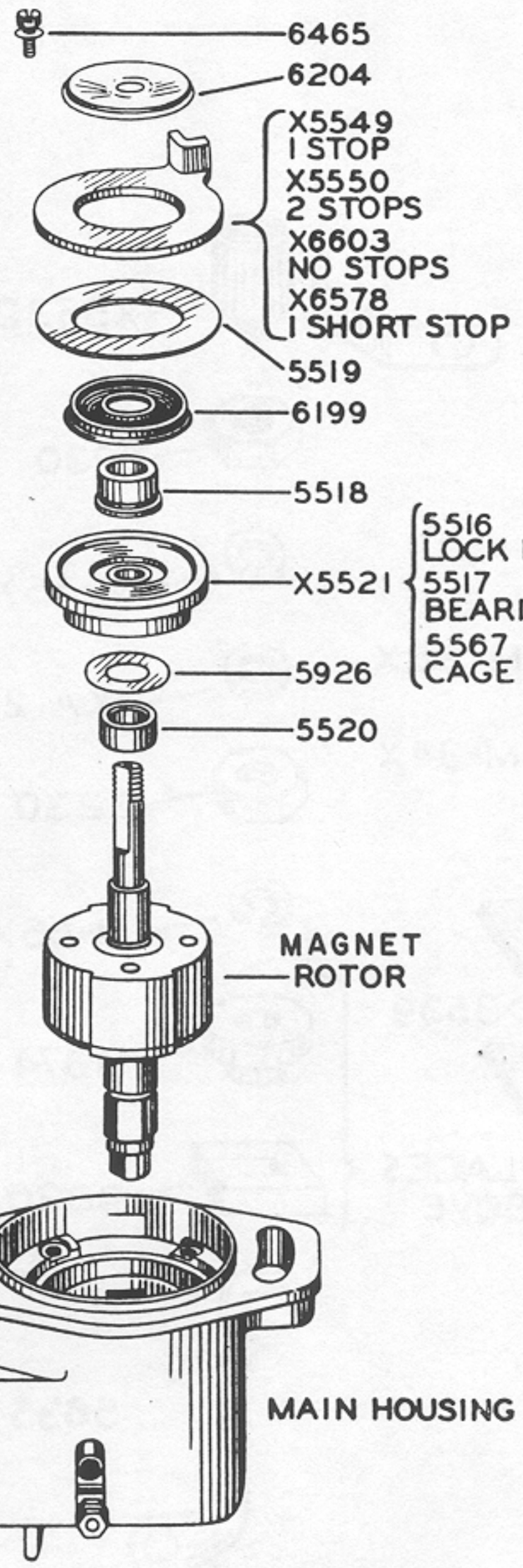


6694

www.magnetoparts.com



EXPLODED VIEW — DISTRIBUTOR END



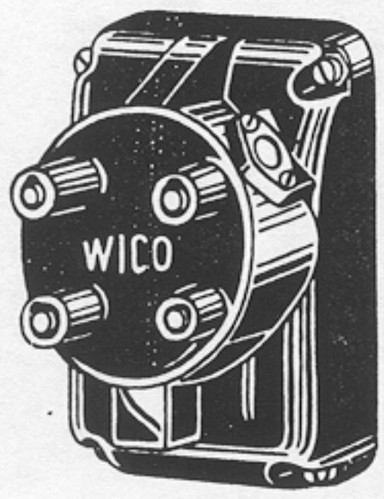
EXPLODED VIEW — DRIVE END

SEE TABLE FOR ABOVE PARTS NOT LISTED.

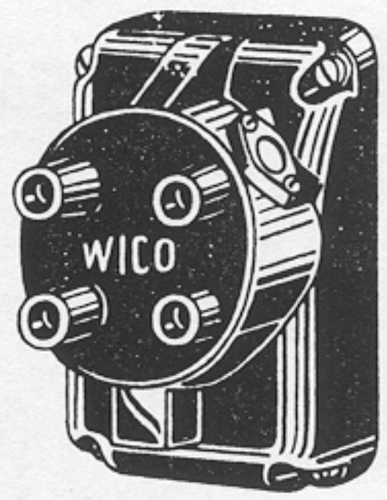
www.magnetoparts.com

COVERS AND DISTRIBUTOR CAP UNITS

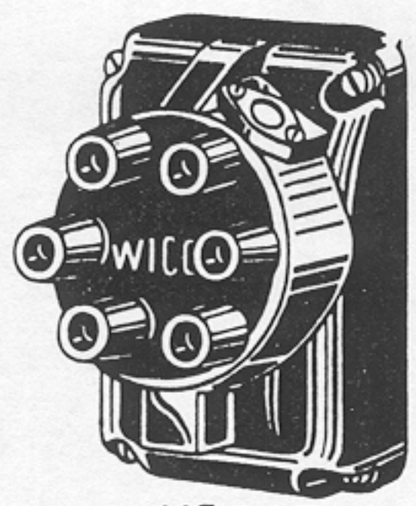
X5653



X7064 {XH-2006 / XH-2138}



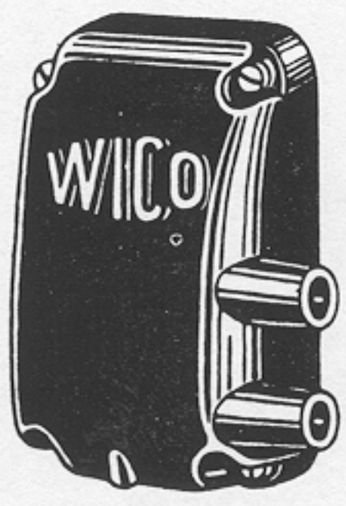
X5777



X5897
X9172 (XHD-2358)

X5776-X9532
(XHD-2263 & XHD-2289)

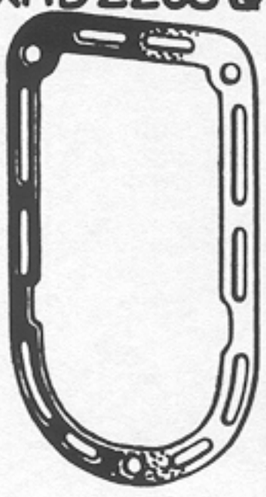
X5770



X5651

X7114
(XH-1295Y ONLY)

X5704

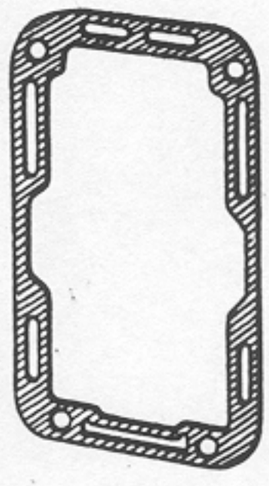


6081

X6533
X9213 (XHD-2192B)

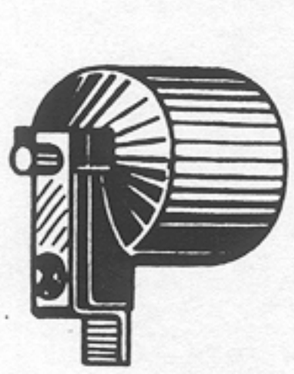
X6526
X9348 (XH-2302)

X7123



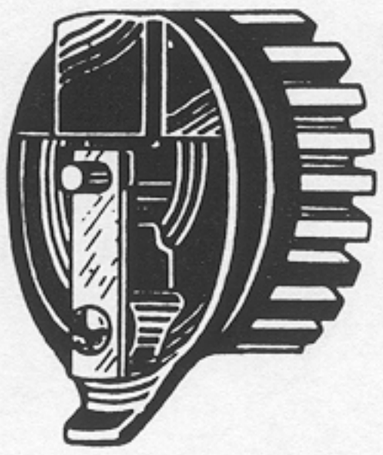
5618

DISTRIBUTOR ROTORS AND PINION GEARS



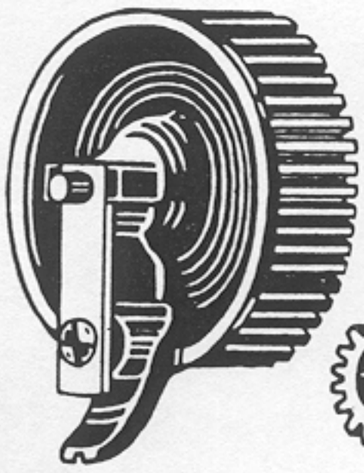
X5531 (XH-2&4)

X5617
XH-2 (J. DEERE)



*
X9564 (XHG-2&4)
X9344 (XH-2302)
X12501 (XHD-2752)

*6865
12436 (XHD-2752)



X5787
XHG-6

5775

*When replacing the distributor arm or gear on XHG 2 & 4 magnetos under serial #313897, use Kit K9619.

www.magnetoparts.com