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TO: Gravely Dealers, Branches and Distributors

SUBJECT: **Proper Timing of G.M.T. Engines**

Recent reports of low engine power on the G.M.T. have been caused by improper engine timing.

The engine must be timed by using a timing light. To properly check engine timing with a timing light, use the following instructions which are covered in the engine operator's manual on Pages 20 and 21:

**DISTRIBUTOR IGNITION TIMING  
With Timing Light**

Follow this sequence:

1. Disconnect vacuum advance and tape end of vacuum line.
2. Paint a line on the flywheel (or in some cases, on the front pulley) so the timing mark will be more legible under the timing light.
3. Clip blue secondary lead of light to the No. 1 or No. 4 spark plug. Leave spark plug wire on plug.
4. Connect primary positive lead (red) to positive terminal of battery.
5. Connect primary negative lead (black) to negative battery terminal.
6. Start engine and run at idle speed, 500 RPM or lower, so the automatic advance of the distributor is completely retarded. (Also make sure that the vacuum advance is disconnected.) THIS IS VERY IMPORTANT TO OBTAIN CORRECT TIMING.
7. Direct timing light on the crankshaft pulley (or on the flywheel), and note timing marks as light flashes.
8. Timing is set at 7° BTDC on the engines.
9. To advance timing, turn distributor body counterclockwise. To retard timing, turn distributor body clockwise.
10. When timing is correct, (timing mark opposite pointer), tighten distributor clamp screw securely, then recheck timing again with light.
11. This operation is best performed in shaded area, so timing light is visible.
12. Using a tachometer, re-set engine RPM to equipment manufacturer's recommendation.



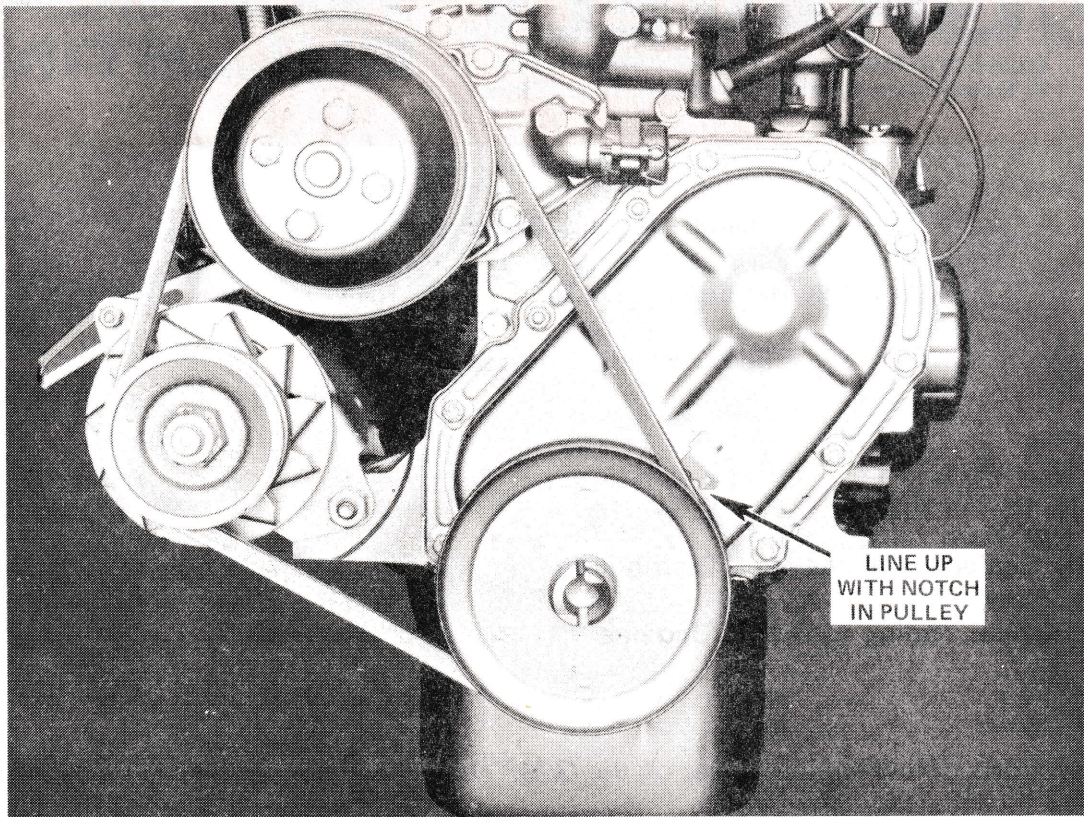


FIGURE 16. TIMING MARKS

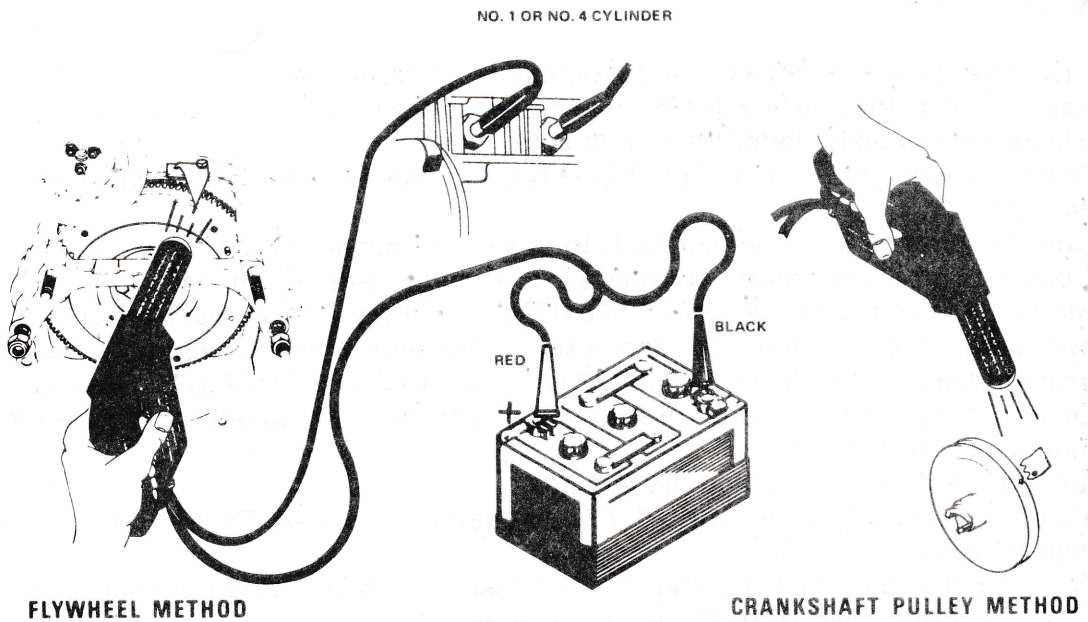


FIGURE 17. CHECKING TIMING WITH A TIMING LIGHT