



CLICK ANYWHERE FOR MORE DETAILS

John Deere

Service Manual

Magneots

Fairbanks Morse,

Wico, Edison,

A, B, D, G, GP & H

JENSALES.COM

or Call 800-443-0625



CLICK ANYWHERE FOR MORE DETAILS

THIS IS A MANUAL PRODUCED BY JENSALES INC. WITHOUT THE AUTHORIZATION OF
JOHN DEERE OR IT'S SUCCESSORS. JOHN DEERE AND IT'S SUCCESSORS
ARE NOT RESPONSIBLE FOR THE QUALITY OR ACCURACY OF THIS MANUAL.

TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS,
AND ARE USED HERE IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.

Service Manual

JD-S-MAG SVC

CLICK ANYWHERE FOR MORE DETAILS

JOHN

DEERVIEW

SHOP SERVICE MANUAL

MAGNETOS

FAIRBANKS MORSE

WICO

EDISON

JENSALES.COM

or Call 800-443-0625

FOR MODELS A,B,D,G,GP,AND H

CLICK ANYWHERE FOR MORE DETAILS

EDISON CD MAGNETO

I--Preliminary Test

A--Rotate the magneto impulse starter by hand to see that the rotor and starting units are free.

B--Place a wire from each of the terminals of the distributor cap to within approximately 1/4 inch from the metallic surface of the magneto.

C--Grip the impulse starter firmly and rotate in the direction of operation. A spark should be produced at the number one terminal when the impulse is tripped. This should be followed on the next trip of the impulse starter by a spark on number two terminal. The next two impulse actions are blank, and then the cycle is repeated. The number one terminal is the one on the left-hand side looking at the flange end of the magneto.

D--If the spark does not occur, remove the distributor cap as in Paragraph II-A. Place a wire from one of the distributor cap screws to within approximately 1/4 inch of the interlead. A spark should occur two consecutive times in four impulse actions.

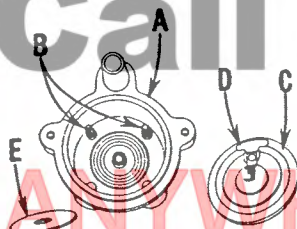
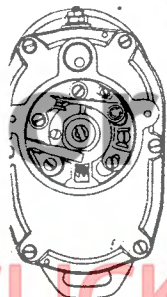
E--If a spark does occur when proceeding as in Paragraph D, look for difficulty in the distributor cap or rotor. If a spark does not occur, proceed as in the following instructions.

II--Distributor

A--To remove the distributor cap, the two screws holding it must be loosened. When replacing, a new gasket must be used and care should be taken not to crack or break off the ears.

B--Examine the cap for cracks, the brushes for wear and brush springs for tension.

C--Remove the distributor rotor. The center



- A. Distributor block.
- B. Distributor brushes.
- C. Distributor rotor.
- D. Brass segment.
- E. Safety gap washer.

Fig. 1

spring must be clean and smooth. The segment and face of the rotor must be clean and smooth. Do not use abrasives on the rotor. Install a new rotor if rough or worn.

D--Remove safety disc. (Fig. 1)

III--Breaker Points

A--The points should be adjusted to a .015" opening when the rubbing bar is on the highest point of the cam. This is done by loosening the pivot screw in the upper left and the two clamp screws top and right. By placing a screw driver in slots provided and prying against the right clamp screw, the adjustment may be changed. (Fig. 2)

B--The points should be smooth and meet squarely. It may be necessary to hone the points. If burnt or pitted a new set is recommended.

C--The rotor gap (Fig. 4) must be maintained. This is related directly to the point opening. Remove the cover plate under the magnet on the side toward which the directional arrow points. The lobes of the rotor may be seen and when the rotor is turned in its running direction the points should just start to open when the distance between top of the slot and the edge of the rear lobe is not less than .040" and not more than .080". To change this gap, loosen the two screws at the lower end of the horseshoe and the one at the top center upon which the points are mounted. The breaker base may be rotated to obtain the proper "rotor gap".



Fig. 2

If the above does not hold true, proceed as in the next paragraph.

IGNITION AND MAGNETO—Continued

(3) Turn engine in direction it runs, to end of compression stroke on left-hand cylinder with mark on flywheel—"L. H. RET. SPK."—in line with arrow on spline shaft cover.

(4) Remove breaker and distributor cover.

(5) Set spark lever clear back, (fully retarded spark).

(6) Turn magneto same direction as flywheel runs until brass segment on distributor is in upper right-hand corner and breaker points just beginning to open.

(7) Tighten cap screws on magneto drive flange.

(8) Wire from forward terminal to left spark plug and wire from rear terminal to right spark plug.

For service, dealer may carry one AD-295 Magneto, one D-797 Collar, one D-798-R Bracket. With this combination, service can be given and the magneto can be used as a service magneto on any John Deere Model D Tractor. (See current repairs catalog).

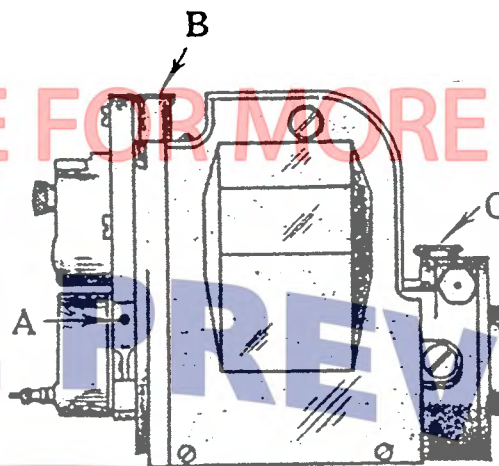


FIG. 13. MAGNETO LUBRICATION

A—OIL—One Drop Every 200 Hours
B—OIL—Two Drops Every 60 hours
C—OIL—Two Drops Every 60 Hours

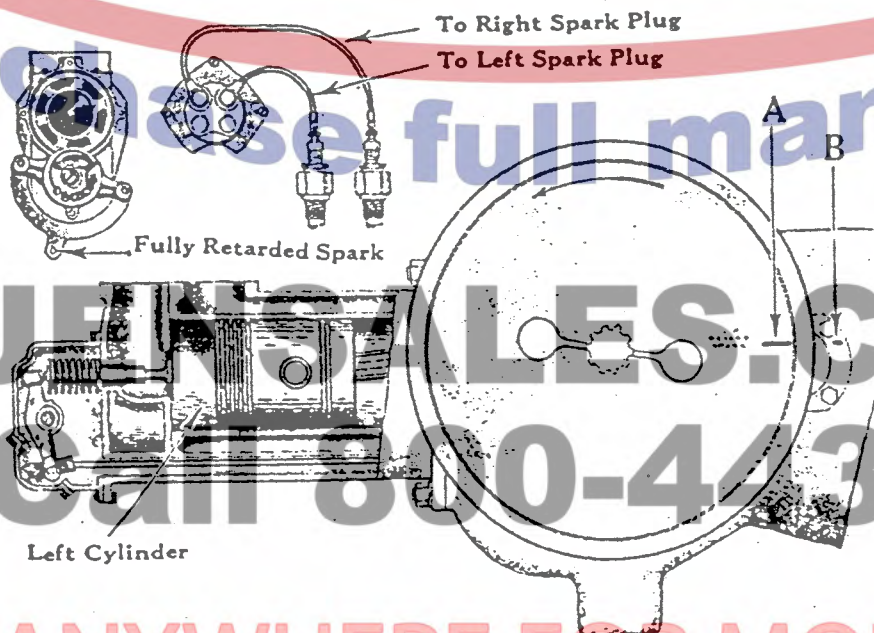


FIG. 14. MAGNETO TIMING

A—Mark on Flywheel
B—Mark on Spline Cover