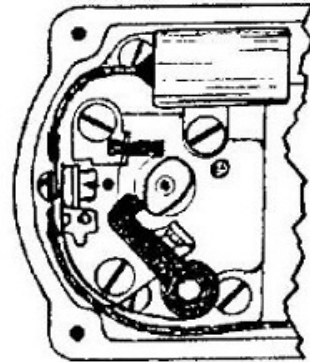
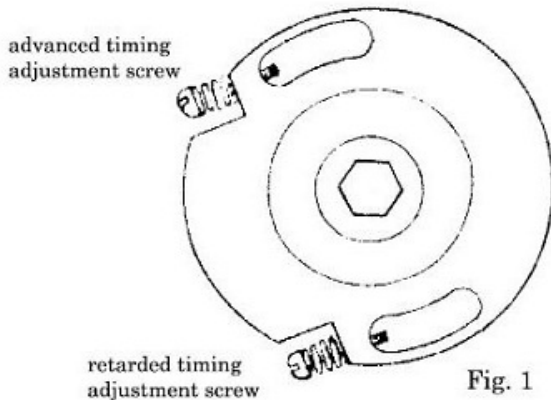


IND Instructions, Indian Chiefs '36-up & Scouts '37-up



Set your engine on the correct stroke & position for installation, as follows:

- Remove your **rear** spark plug only.
- Kick until you feel **front cylinder** compression; rear piston will be on the way up (front tappets down if motor apart).
- Continue turning the motor until the rear piston gets to the top. At this point, the correct front cylinder advanced timing mark will be just appearing in back of the inspection hole. Continue until it is centered. Remove stock circuit breaker and mount clamps. Install the drive shaft onto the drive slot in your engine. Cut small spring in half, and install 6-32 screws in the drive housing (with the spring pieces under the heads). Screw in half-way. Now place the drive housing over the sleeve on your engine.

Before you can tighten the two set-screws, you will need to set the proper height; temporarily place the supplied shim/gasket over drive hex, to provide for proper end-play of drive. Remove magneto cap. Set magneto rotor so narrow cam lobe is located counter-clockwise from cam follower as in the picture 2, and breaker points are just opening. This is your correct advanced timing position. Maintaining this position, place the magneto on top of the drive housing while fully engaging hex. Lightly snug the magneto studs to the drive housing (use spare nuts supplied). Twist the drive housing (not the magneto) clockwise until it stops (tail of 6-32 screw hits stud). Now tighten the two set-screws, using loctite.

Disassemble magneto from drive, remove shim/gasket. **Apply grease to hex drive** and magneto base plate. With engine and magneto in advanced timing positions as outlined above, install magneto with washers, lockwashers, and stopnuts. Tighten nuts until lockwashers begin to compress. Attach the large spring between front (retarded) adjusting screw and rear magneto mount stud. Set advanced timing (rear adjusting screw). Static timing is all that is required. Timing can be dialed in exactly by using Morris Magneto p/n **KATT**, timing and testing tool. We do not recommend the 'cellophane' method. Re-install cap if off (make sure coil springs line up), tighten screws no more than 1/8 turn past hand-tight. Retard timing adjusting screw should be set so that coil end of magneto moves approximately 5/8" to 3/4" from advanced timing position. Retard timing is used for starting and can also be used for idling. When riding, magneto must be advanced, or you could overheat engine.

With the proper mounting nuts tension, magneto will stay retarded for starting and idling. As the throttle is opened, vibration from the engine permits the spring to pull the magneto advanced automatically. For racing applications, we recommend a stronger advanced spring and/or greater hold-down nuts tension. Stud on side of magneto is used to "kill" magneto with a grounding toggle switch or lever (p/n **KSL**). Do not connect to your 6 or 12-volt system!

Stuff to know: The long-lasting OEM-type points in your magneto have been set at .015, and will require no attention for years. When replacement is necessary, use Morris p/n **P5** and condenser p/n **P6**. Use only original type cap, gasket, points and condenser. Initial spark plug gap, .020 -.025". Due to the hot spark, you can expect the gap to burn larger somewhat faster than with a battery ignition. Use of a single-fire module, Morris p/n **MSF**, may help prolong plug life. Use non-resistor spark plugs. Use copper or stainless steel solid core (non-suppression) spark plug wires (Morris p/n **MWS**). **US Patents 4191157; D375509**