

**FAIRMONT ADJUSTABLE WEATHERSEALD TIMER**

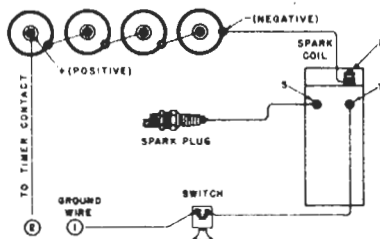
For RO-C Engines

(See bulletin 647 for timer parts on RQ-D engines.)

The Fairmont Adjustable Weathersealed Timer uses the standard A595 double leaf spring blade and has contact points enclosed in the mounting casting to prevent entrance of moisture, oil, and foreign matter. This timer is used on RO-C battery ignition engines numbered 88480 and higher and is also applicable to earlier RO-C units.

The switch or "ground" wire of dry cell ignition systems attaches to upper or blade connector (1), and "live" wire to insulated contact screw connector (2). The timer blade is grounded through the clamp block 57312, and "ground" wire always connects to this terminal (1). See wiring diagram below.

Cars with generator and storage battery have one side of the electrical system permanently grounded. Then the coil, switch, and wiring connect to the insulated contact screw and are in the "live" side of circuit. See wiring diagram in generator and lighting equipment bulletin.



**INSTALLATION** -- Clamp timer snugly on side bearing and if fitted with a handle it should stand vertical. Where timer castings do not have long levers attached, a strip of metal can be temporarily secured to the engine or the housing so as to just clear the flywheel rim and serve as a pointer for checking opening and closing of timer points.

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**FAIRMONT RAILWAY MOTORS, Inc.****FAIRMONT, MINNESOTA, U. S. A.****DISTRICT SALES OFFICES**

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Close switch and slowly turn flywheel until the contact points just close, causing coil to buzz. Mark flywheel rim in line with timer handle or some fixed object. Again turn flywheel in same direction until coil just stops buzzing and mark flywheel as before.

The interval during which the timer points close to produce the spark should be  $30^{\circ}$  to  $35^{\circ}$ , or about one tenth of a flywheel revolution. This measures 5" to 5-1/2" for RO-C engines with 18" flywheels. If adjustment is necessary turn arc adjusting screw 57314 to right to increase the interval and to the left to decrease it. CAUTION--Do not attempt to adjust timer with engine running.

Best ignition is obtained with the contact points adjusted with .020" to .030" opening. Following is an easy way to set them. Remove timer body from mounting casting by releasing arc adjusting screw 57314. Loosen lock nut on point adjusting screw PB-17G. Turn this screw down until the two points just touch, then back screw out a scant 1/2 turn and tighten the lock nut. Check with a feeler gauge if one is available.

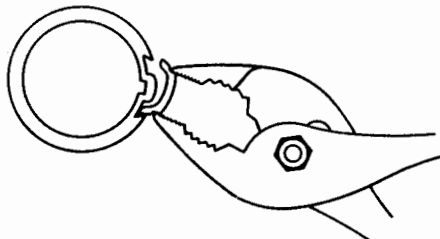
DO NOT ADJUST THE TIMER POINTS TO CHANGE THE LENGTH OF CONTACT--keep them set at .020" to .030" opening.

If the points burn or wear unevenly, dress them with a fine file, pocket stone, or fine emery cloth. Be sure they match and seat together evenly when adjusted. Keep timer connections clean and tight. The mounting casting should be adjusted closely on the support casting, yet be free to move when spark is "advanced" or "retarded".

To renew timer blade, remove body assembly from mounting casting, and loosen clamp screw F2859. Be careful not to lose PB-17T spring. Reassemble with new parts, making sure clamp block is lined with blade and rounded end towards the points, and that the two contact points match and seat together evenly. Adjust points to .020" to .030" and reassemble on mounting casting, then adjust for proper contact interval as explained previously. Make sure clamp block is clean to insure a good connection.

The nylon timer wiping block 57318 can be quickly and easily replaced as follows: Remove complete timer from support casting. Turn flywheel so timer wiping block is exposed through opening in support casting. With a pair of pliers opened wide grasp the wiping block as shown. Apply pressure on pliers, at the same time tilt pliers either up or down. This will release wiping block from one lip of cam sleeve and permit removal.

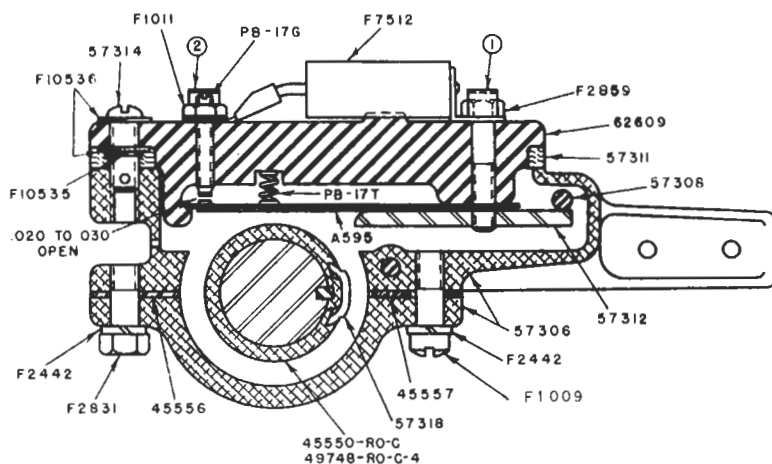
Use pliers to install new wiping block, placing one edge under sleeve lip, then apply just enough pressure to clear other lip of cam sleeve. The wiping block tends to straighten out, causing it to lock snugly in the cam sleeve. Center wiping block under timer blade and apply a thin coat of grease. Adjust points, reassemble timer on support casting, and reset contact interval.



The sponge rubber gasket 57311 seals the timer from water, snow and foreign matter. When applying a new gasket first clean timer body - then moisten adhesive side of gasket with gasoline and press into place.

Always check and readjust point opening, and length of contact interval, after making any repairs or removing timer parts from engine.

## ADJUSTABLE WEATHERSEALD TIMER



WEATHERSEALD TIMER COMPLETE (adjustable) . . . . .	45553	1
MOUNTING CASTING (complete - halves not sold separately).	57306	1
Spacer (steel - lower - casting halves) . . . . .	45556	1
Spacer (cork - upper - casting halves) . . . . .	45557	1
Cap Screw 5/16 x 7/8" hex hd. . . . .	F2831	1
Clamp Screw 5/16 x 1" fillister hd. (Ill. F1009)	F2708	1
Lock Washer 5/16" (light) . . . . .	F2442	2
Stop Pin 7/32 x 1/2" . . . . .	F8002	1
Pivot Pin 1/4 x 1-1/8" (grounds timer to body) . . . . .	57308	1
TIMER BODY COMPLETE (with blade points and condenser) . .	57309	1
Body (with gasket) . . . . .	62609	1
BLADE AND SCREW (service set) . . . . .	51140	1
Timer Blade (with point) . . . . .	A595	1
Adjusting Screw (with point) . . . . .	PB-17G	1
Spring (timer blade - spiral) . . . . .	PB-17T	1
Clamp Block (timer blade) . . . . .	57312	1
Cap Screw 1/4 x 1-3/8" hex hd. . . . .	F2859	1
Connector . . . . .	F4761	2
Hex Nut #12-24 . . . . .	F1011	1
Ignition Condenser . . . . .	F7512	1
Arc Adjusting Screw . . . . .	57314	1
Retaining Ring (adjusting screw) . . . . .	F10535	1
Washer 3/16" (Ill. F10536) . . . . .	F1050	2
Gasket (timer body to mounting casting) . . . . .	57311	1
<i>NOTE--When applying a new gasket to timer body moisten adhesive side of gasket with gasoline, then press into place.</i>		
TIMER CAM (with wiping block - RO-C) . . . . .	45550	1
TIMER CAM (with wiping block - RO-C-4) . . . . .	49748	1
Wiping Block . . . . .	57318	1
Key (timer cam) . . . . .	F2551	1