

Catalog & Price
Sheet
2016

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How I Got Started

I grew up on a farm in southeastern Mass. It was a small dairy farm that switched over to raising hay in the mid 70's when milk became unprofitable. All the equipment we used every day would be considered antiques today (Farmall H tractors and lots of other stuff from the late 40's and early 50's vintage.) We also had an old hit & miss engine, a 1 ½ HP Fairbanks Z hooked up to a Meyers spray pump for spraying fruit trees (though it hadn't been used since the 1920's.) About the time the cows went, the old barn that housed most of the real "gems" fell down, exposing most of the old stuff to the weather and passers by. And so it was with the engine, a friend of the family spotted it and bought it for \$25 on the spot. We had no idea that these things were worth anything back then, never mind that anybody (or even me) would collect these things.

I never gave it another thought until about 15 years later when I was at a farm auction when he spotted me. To make a long story short, I was able to buy the engine back, get it running, and start my way down the long path of being a "collector"¹ that so many of us have traveled. But like certain potato chips, you can't just have one. A so it was with me.

Today, I have many stationary engines and half a dozen tractors. And that doesn't even count the rest of the tractors I used as a kid on the farm that are still there in use just waiting for a fresh coat of paint.

But while I was restoring that Fairbanks Z, I came across an obstacle that I couldn't easily overcome without some help. It was of course the magneto. The AB-33 oscillating mag looked nothing like the H-4 mag on Farmall tractors and did not work despite countless hours of disassembling, reassembling, and general staring with a puzzled look. It was then that a good friend of mine taught me how to fix mags (it helped that I was an electrical engineer, so it wasn't too much of a stretch.) And it was a good thing, because the backlog of my engines and tractors with mags (and I could only assume they needed work too) was getting pretty deep.

And so I learned to fix mags. I set up at shows working on other peoples' mags, hopefully making them better (maybe making a few worse, I hope not....) and I have fixed quite a number over the past few years. I still do plenty of mag work and have done more than I can remember. Never did get to that backlog of my mags though.....

The parts you see listed here are the outgrowth of my mag business. Most of these are parts I have used to repair mags, others are listed because they are parts I needed when I restored my "collectors' items" I hope that you will find some of these parts useful too. And if you know of a good source for some parts that other collectors might be able to use, let me know and I will add them to the list. I am always looking to grow the business (so I can buy more "collectors' items" of course!)

1. A friend of mine has a good notion of what a "collector" and a "collector's item" is. And as he would say "... and the 'collector' comes around every Thursday!"

Magneto Repair Service

I repair quite a number of mags each year at shows and in my shop. If you have a mag that needs some attention, I can be of help. I can repair almost any mag (there are a few that just aren't worth it, and I can help you find a good substitute) whether it be tractor, engine, modern, or antique. I supply the following services:

- Complete magneto and ignitor repair with all work and parts guaranteed for 2 years. Since I currently have a full-time job, and I do this as a hobby, I have VERY limited time to do mag repair. If you are in a rush, then I can recommend some shops that may have a shorter backlog.
- **Coil rewinding** for shuttle wound coils and other coils that just aren't available any more. The guy who winds my coils is the best in the business. Coils are wound with state-of-the-art CNC winding machines. None but the best materials are used. Rewound coils are almost always hotter than the original was when it was new.

- Free magnet charging and free labor at the shows
- 2-for-1 swaps on certain mags, i.e. you give me 2 dead complete mags of the same make, I repair one for you and keep the other. Mags I offer 2-for-1 swaps are Wico EK and Bosch AB-33 & 34, FM R-1 & RV-1.
- I usually have a small inventory of rebuilt guaranteed mags for sale. I usually have one or two Wico EK's, AB-33's, FM_R's. I have many other mags, just ask. If I don't have it, I can refer you to someone who can.
- Have any extra mags? I'll buy them from you or trade for parts. I am always looking for stationary engine and tractor mags and pay the going rate for them. Let me know what you have!

Just a quick note:

I just want to thank you for your business over the last ten years. It doesn't seem how it can be that long, but it has. Though I still only operate this as a part time business, it has clearly taken more and more of my time! I haven't touched one of my engine projects in just about five years. But meeting the great number of customers from all over the world has been a true pleasure!

Thanks again for your business, and we hope to see you at the shows!

Bill

Webster Magneto Parts

The Webster "Tripolar" mag was the most popular low tension mag for single cylinder engines. There are numerous types, but the M (single thick magnet), MM (double thick magnet), K (double thin magnet) and L (triple thin magnet) are the most popular. Coils should always be replaced as the new ones are MUCH hotter than the original ones, and most of the original ones are corroded badly.

Bearing plates are cast from a high-quality bearing bronze. The shaft bore can be custom bored undersize or oversize depending upon your needs.

Points are fabricated from a high nickel-content alloy (known as Meteor Metal) and are an excellent match to the original alloy. Steel, tungsten, bronze, and most other metals are not suitable for points as they will quickly burn. These points have been shown time and time again to outlast ALL other materials. Point material is available in rod form by the inch so you can fabricate your own points for ignitor repair. (This material is easily machined with SHARP steel lathe bits.) I used to sell pre-made points, but they just take too much time to make. If you don't have a lathe, you can cut disks from the rods and silver-braze them in place. That is actually how I repair ignitors, it works much better and allows you to align miss-aligned points.

Order number	Description	Price each
WEB10	Bearing plate , type M, K or L, bronze	46.00
WEB25	Coils M, MM	50.00
WEB26	Coils K, L	50.00
WEB27	Coils PY, JY	60.00
WEB28	Coils JZ	60.00
WEB30	Coils , type 1 mag	60.00
WEB29	Coils , type 2 mag	60.00
WEB31	Coils , Milton Webster	70.00
WEB40	Cover , top, M, pot-metal body mag	15.00
WEB41	Cover , top, M, bronze body mag	18.00
WEB42	Cover , top, K, pot-metal body mag	15.00
WEB43	Cover , top, K, bronze body mag	18.00
WEB44	Cover , JY, PY	18.00
WEB50	Fahnstock clip , long, phosphor bronze	2.00
NP083	Nameplate , brass band, M, 3/4" wide	12.00
NP084	Nameplate , brass band, K or L, 1" wide	12.00
WEB80	Nut , armature, 1/4"x20, small pattern	1.00
WEB85	Oil hole cover & felt , 1/4" flip top	1.50
OC02	Oil hole cover , flip top, 1/4"	1.25
OC12	Oil cup , 1/4" captive ball	1.25
PT01	Point material , 3/16" diameter, by the inch	2.00/inch
PRC03	Priming cup , 1/8" pipe thread, lever handle	12.00
PRC04	Priming cup , 1/8" pipe thread, T handle	12.00
WEB100	Roller for ignitor, 1/2" ID x 1" OD, most brackets	8.00
WEB101	Roller for ignitor, 9/16" ID x 1 1/4" OD	8.00
WEB110	Spring , mag, 1 5/8 x 5/8, for type M and MM mags	6.00
WEB111	Spring , mag 1 3/4 x 5/8, for type K & L mags	6.00
WEB113	Spring , mag, 2 1/4 x 7/8, for type JY, JZ & PY mags	6.00
WEB112	Spring , mag 1 7/8 x 7/8, for Type 1 mags	6.00
WEB114	Spring , ignitor tension for Type 1 mags (new style)	7.00

WEB130	Spring roller , for M, MM, K & L mags	3.00
WEB131	Spring roller , for JY, PY, & JZ mags	4.00
WEB140	Trip handle , for M, MM, K & L mags	10.00
WEB141	Trip handle , for JY & JZ mags	10.00
WEB144	Wire , lead-out, black cotton braid covered #18 solid wire, just like the original	2.00
WEB146	Wire bushing , M, MM, K & L mags	1.00

Wico EK, PR, OC, R, & Other Magneto Parts

Wico, or The Witherbee Ignitor Company, started sometime around 1910 in Longmeadow, MA (near Springfield). Their first magneto systems were a kind of high tension mag that used no points. They had a complicated mechanism for reversing the magnetic flux direction through the coil. While quite effective, it was awfully noisy and very difficult to adjust. They made several models of mags of this type, including the O, L and R series. These models were replaced with more conventional oscillating mags, like the PR, and the EK. These mags were much more reliable and repairable, but were not well suited for high speed engines and were replaced by a long running series of rotary mags including the LD, A, C, XH and many others. As engines got more and more compact, mags moved under the flywheel. Wico ended it's long run in the early 70's after being probably the most prolific manufacturer of magneto ignition systems.

The Wico EK is the most popular high-tension mag for 1 cylinder stationary engines. The PR is an earlier version of the EK. The OC and R mags were used on oil field engines. Some parts are also available for the earlier oscillating mags like the L, O, & B1. If you have any literature on the B-1 mag, I would love to have a copy. To my knowledge, none has yet surfaced.

Service tip: A couple of notes about EK mags. Aside from internal electrical component failures, there are two other very common points of failure for these mags. The most common is weak, broken, or seized drive springs. This is a very common problem and will cause a perfectly rebuilt mag not to function. Be sure and check the dimensions on your springs before ordering.

The second most common problem is a worn armature bushing and guide pin. Most well-used EK mags have this problem. To see if your mag has this problem, try to pry up one side of the armature with a screwdriver while holding the other side down with your thumb. If you can pry up either side more than 1/32", you must rectify this problem. To fix this problem, the armature bushing and the guide pin must be replaced. If you are a machinist, it is not too difficult to do. If not, then order a new armature bushing and a new deck plate. It will be the quickest and surest way to solve the problem.

Order number	Description	Price each
Wico EK Parts		
WIC067	Armature bushing , specify .500 or .525 (most common) threads	12.00
WIC021	Coil set , like the originals	115.00
WIC057	Coil Insulator Gasket , use above & below coils	1.00
WIC040	Condenser , new type	5.00
WIC041	Condenser , original type, more easily installed	10.00
WIC045	Cover , front, brass, with stop button	20.00
WIC046	Cover , front, brass, without stop button	18.00
WIC048	Cover , rear, brass	16.00
WIC049	Cover , wrap around band, brass	28.00

WIC064	Deck plate , with alignment pin and point tower	42.00
WIC055	Insulator strip , use on most mags	1.00
WIC056	Insulator strip , thin	1.00
WIC058	Lead-out tower ,	6.00
WIC063	Mounting casting (rear casting)	35.00
NP085	Nameplate , etched brass with rivets	6.00
WIC066	Nut , 7/32 x 32	0.50
WIC070	Oil felt	1.00
WIC080	Point set , includes 2 oil felts	18.00
WIC081	Point spring , does not come with the points	1.00
WIC082	Rocker arm , drive type 2, <i>out of stock</i>	
WIC083	Roller , case hardened	4.00
WIC086	Screw , 7/32 x 32 with nut & washer	7.00
WIC089	Spring holder arm , return type 2	11.00
	See table below before ordering springs	
WIC090	Spring , drive, type 1	5.00
WIC091	Spring , return, type 1 & type 3	5.00
WIC092	Spring , drive, type 2	5.00
WIC093	Spring , return, type 2	5.00
WIC094	Spring , drive, type 2, Witte TG	5.00
WIC095	Spring , return, type 2, Witte TG	5.00
WIC047	Stop button with spring, for front cover	3.50
Wico PR & AX Parts		
WIC021	Coil set	115.00
WIC059	Lead-out tower	30.00
WIC040	Condenser , new type	5.00
WIC041	Condenser , original type, more easily installed	10.00
WIC083	Roller , case hardened	4.00
WIC086	Screw , 7/32 x 32 with nut & washer	7.00
WIC071	Top cover , PR	38.00
WIC072	Side cover , PR, leadout side	
WIC073	Side cover , PR, other side	
WIC074	Front cover , PR	
Wico OC Parts		
WIC027	Coil , left	70.00
WIC028	Coil , right	70.00
WIC029	Coil pair (1 left and 1 right)	130.00
WIC040	Condenser , new type	5.00
WIC041	Condenser , original type, more easily installed	10.00
WIC059	Lead-out tower	30.00
Wico R Parts		
WIC030	Coil left	70.00
WIC031	Coil right	70.00
WIC032	Coil pair (1 left and 1 right)	130.00
WIC059	Lead-out tower	30.00
Wico B1 Parts		
WIC042	Condenser , new type	10.00
Wico L1 Parts		

WIC034	Coil set	130.00
Wico O1 & O2 Parts		
WIC035	Coil set	ask

There were numerous PR & EK drive springs. The most popular ones are available here. Check yours against this table before ordering. There is also a type 4 drive, but I am not sure which springs are used there.

Table of Wico EK & PR Drive Springs							
Part #	Drive Types	Drive or Return	Outside Diameter	Inside Diameter	Number Of Turns	Wire Thickness	Overall Length
WIC090	1	Drive	.715	.475	7	.125	.985
WIC091	1, 3	Return	.632	.500	10	.065	1.675
WIC092	2	Drive	.462	.300	14	.080	1.632
WIC093	2	Return	.630	.500	12	.062	1.340
WIC094	2	Drive	.715	.475	4	.125	.594
WIC095		Drive	.756	.500	10	.134	1.750

Wico Rotary Magneto & Distributor Parts

I can get most parts for Wico rotary mags, and I can get nearly all parts for type XH mags. Parts not listed here may be a special order item and take a couple of weeks. In addition, I can get new mags for many applications (type XH). Call, write, or e-mail with requests. I also have a large collection of parts mags with used but good parts.

Wico rotary mags were most popular on **John Deere** tractors, **Case** tractors, and **Wisconsin** engines. They were used, however, on countless other engines. Early **John Deere** tractors used the type C Wico (among other brands) and later **John Deere** tractors used the type XH mag. Be sure to get the right mag type before ordering parts. If you are unsure, ask or visit my website at www.magnetoparts.com. There are lots of pictures there to help. There is also an application chart for all XH-series mags. It will tell you exactly what parts you need for your mag.









There are also LOTS of parts available for Wico mags used on **Caterpillar** engines, far too many to list and to stock. I am now listing parts for most of these mags. (Once I sort out what else is popular, I will stock them.) I can get most of them at a reasonable price (far less than from Cat). If you don't see what you need, let me know. Chances are I can get it. I am making a first pass at an application chart for Cat. Mags below. Some mags were supplied new on the tractor. Others were supplied as replacements to American Bosch and Eisemann mags. Check the ID tag on the side of your mag.













The XB was a distributor, not a mag (I won't bother telling the long story of when I first came across one not knowing what it was and trying to figure out why there was a battery connection....) Most of the parts are the same as the XH series of mags. The condenser and coil are the major differences. There are a couple of other XB parts here as well. DB was an earlier distributor, much like a Prestolite or a Delco. The DB uses an external coil which can be found in the Distributor Coils section.



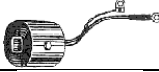

The B-4 was a distributor for certain **John Deere** diesel engines with gasoline start. I can get just about every part for this mag.






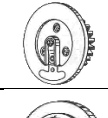


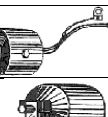
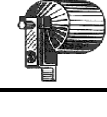
International LA & LB engines used Wico mags (AH-1 and the H-1) as well as **IHC** mags. Parts are not interchangeable, but the mags themselves are. Parts for the IHC mag are listed in the **IHC** section. Parts for the AH-1 and H-1 are listed here. The parts for these 2 mags are NOT interchangeable. Look for AH-1 coil covers next year. The condenser for the H-1 & LD mags is a generic one (the original is no longer available.)


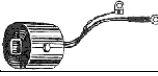







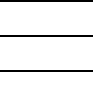
***** Service Note: Adjust the points on all Wico rotary mags to .015" *****

Order number	Description		Price each
Wico Models A , AH & C Magneto Parts			
WIC200	Instructions , for A & AH series mags		2.50
WIC201	Instructions , for AP series mags,		2.50
WIC202	Instructions , for C series mags		2.50
WIC210	Coil , A, AH, C, 5-5086		70.00
WIC211	Coil , AP		130.00
WIC220	Condenser , A, AH, C, 2-5076		16.00
WIC221	Condenser , AP		16.00
WIC225	Points , A, AH, C, 1-5084		18.00
WIC227	Coil cover , AH-1		50.00
WIC228	Coil cover , AP		50.00
WIC230	Distributor cap , C, 2 cyl JD , 3-5007		54.00
WIC231	Distributor cap , C, 2 cyl JD L (3 terminals across the front), <i>discontinued</i>		
WIC232	Distributor cap , C, 4 cyl, 3-5008		54.00
WIC233	Impulse spring , A, C, XH, 94-5016		12.00
WIC237	Cap gasket , C, 94-5085		1.50
WIC238	Coil cover gasket , C, 94-5113		1.50
WIC219	Coil cover gasket , A		1.50
WIC240	Coil cover gasket , AH-1, for IHC LA/LB with Wico mag		2.00
WIC241	Point cover gasket , AH-1, for IHC LA/LB with Wico mag		2.00
WIC242	Body gasket , AH-1, for IHC LA/LB with Wico mag		1.00
IH85	Flange gasket , AH-1, H-1, for IHC 1 1/2 - 2 1/2 HP LA/LB with Wico mag		2.00
IH86	Flange gasket , AH-1, H-1, for IHC 3 - 5 HP LA/LB with Wico mag		2.00
WIC236	Coil cover , C, 94-5096		54.00
WIC239	Rotor , A, C, 4-5000		10.00
WIC217	Bearing , A, C		5.00
WIC295	Bearing , AH, LD, H-1		10.00
WIC300	Knob , A, C plastic with brass insert		3.00
Repair Kits -- contains points, condenser, rotor, coil, and one distributor gasket and one coil cover gasket			
WIC-KIT-	Repair kit for all Wico series "C" mags, <i>save %10 !!</i>		105.00

1	Wico Model XH, XHD, & XHE Magneto Parts		
WIC206	Instructions , for XH, XHD, & XHE mags, 10 pages		2.50
WIC272	Points , all XH, 1-5008 (also replaces 1-5007)		18.00
WIC267	Condenser , all (except some Cat.)XH, X6916/2-5007		8.00
WIC350	Condenser Bracket , 94-5167		2.50
WIC351	Cam Felt		1.00
WIC260	Coil , type XH, single spark, 5-5011/X-5700		55.00
WIC263	Coil , XHD, or XH with D suffix, 5-5029		80.00
WIC261	Coil , XH, dual spark, 5-5030		80.00
WIC301	Coil clip , (holds down the coil), XH, 94-5080		2.00
WIC352	Coil Lamination Bar , 94-5066		8.00
WIC250	Cap , XH, John Deere , most 2 cylinder tractors, 3-5000		38.00
WIC251	Cap , XH, JD L , 3-5012		42.00
WIC252	Cap , XH, 4 cyl, Case & MH , 3-5014		54.00
WIC253	Cap , XH, 1 cyl, Wisconsin & others, 94-5212		call
WIC254	Cap , XH, 2 cyl, Wisconsin & others, 94-5092		26.00
WIC259	Cap , XH, 4 cyl, Wisconsin & others, 3-5001 (also 3-5002)		38.00
WIC258	Cap , XH, 6 cyl, 3-5015		65.00
WIC317	Cap , XH, 2 cyl, Kohler , 3-5030		60.00
WIC255	Cap gasket , XH, rectangular 94-5076		2.50
WIC256	Cap gasket , XH, rounded bottom, 94-5200		2.50
WIC276	Rotor , XH, JD, Cat. , 4-5003, dual arm		12.00
WIC277	Rotor , XH, JD L , 4-5018, single arm		12.00

WIC278	Rotor, XH, Cat., Case, MH & others, 4-5010		28.00
WIC279	Rotor, XH, XB, 6 cyl, 4-5004		32.00
WIC362	Distributor gear, XH, all 4 cyl mags, 30-5009		14.00
WIC360	Cap brush, XH, 94-5242		4.00
WIC296	Bearing Assy, XH, 94-5156		28.00
WIC299	Bearing, bronze, point plate, 24-5000		4.00
WIC361	Seal, main bearing, 43-5066		3.00
WIC297	Drive-End Hardware Kit (includes bearing seal), 90-5027		26.00
WIC285	Stop button assy., XH, 90-5042		8.00
WIC286	Stop button only, XH, 94-5079		2.50
WIC233	Impulse spring, C, XH, 94-5016		12.00
WIC234	Impulse pawl spring, XH, 50-5017, used when mag is mounted on side or upside down, CCW rotation **		4.50 ea
WIC235	Impulse pawl spring, XH, 50-5016, used when mag is mounted on side or upside down, CW rotation **		3.00 ea
WIC348	Impulse dust cover gasket, cork, 94-5075		2.00
WIC288	Impulse trip arm package, XH, 90-5033		16.00
WIC289	Impulse coupling package for XH477 mag for John Deere, "long-lug", 70-5070		80.00
WIC290	Impulse coupling package for XH1042 mag for John Deere, 70-5071		80.00
WIC291	Impulse coupling package for XH909 mag for JD "L", 70-5078		80.00
WIC292	Nut, XH, impulse coupling, 43-5067		5.00
WIC293	Nut, XH, impulse coupling, when used with a gear, 90-5019		13.00
WIC294	Impulse stop, most mags, 94-5070		10.00
WIC298	Impulse stop, XH-1343B mag, 94-5383		10.00
New Complete XH-Series Mags *			
WIC-XH-184	New XH-184, CW 4-cylinder magneto for a variety of earlier engines & tractors		425.00
WIC-XH-477	New XH-477 magneto for John Deere tractors, long lug		360.00
WIC-XH-909	New XH-909 magneto for John Deere L & LA tractors		360.00
WIC-XH-1042	New XH-1042 magneto for John Deere tractors, short lug		360.00
Wico XH-Series Parts For Caterpillar			
WIC207	Instructions, for XH mags for Caterpillar		2.50
WIC273	Points, Cat. only, see table below, 1-5090		18.00
WIC274	Points, Cat. only, see table below, 1-5111		18.00
WIC269	Condenser, XH-1906, 1907, & 1908, Cat, 2-5077		10.00
WIC266	Coil, type XH, single spark, 5-5011-Cat		65.00
WIC256	Cap, XH, 2 cyl, Cat., 3-5013		56.00
WIC320	Cap, XH, 2 cyl, Cat, 3-5025		68.00

WIC321	Cap , XH, 2 cyl, Cat. , 3-5023		68.00
WIC315	Cap , XH, 2 cyl, Cat , 3-5054		64.00
WIC314	Cap , XH, 2 cyl, Cat , 3-5052 (also replaces 3-5044)		60.00
WIC322	Cap , XH, 2 cyl, Cat , 3-5032		46.00
WIC323	Cap , XH, 2 cyl, Cat , 3-5036		52.00
WIC318	Cap , XH, 2 cyl., Cat. , 3-5046		50.00
WIC252	Cap , XH, 4 cyl, Case & MH , 3-5014		54.00
WIC316	Cap , XH, 4 cyl, Cat , 3-5057		64.00
WIC257	Cap gasket , XH, Cat. , rectangular, 4 mounting holes, 94-5234		2.50
WIC258	Cap gasket , XH, Cat. rounded bottom, 94-5235		2.50
WIC259	Cap gasket , XH, Cat. Rectangular, 6 mounting holes, 94-5257		2.50
WIC278	Rotor , XH, Cat. , Case , MH & others, 4-5010		28.00
WIC340	Rotor , XH, Cat. , 4-5008		58.00
WIC343	Rotor , XH, Cat. , 4-5016		62.00
WIC341	Rotor , XH, Cat. , 4-5009		38.00
WIC342	Rotor , XH, Cat. , 4-5015		38.00
WIC360	Cap brush , XH, 94-5242		4.00
WIC-XH-1906	New XH-1906 magneto for Cat tractors, also replaces XH-2837		425.00
WIC-XH-1907	New XH-1907 magneto for Cat tractors, also replaces XH-2836		425.00
WIC-XH-1908	New XH-1908 magneto for Cat tractors, also replaces XH-2838		424.00
Wico XV Series Magneto Parts			
WIC272	Points , all XV, 1-5008 (also replaces 1-5007)		18.00
WIC267	Condenser , all XV, X6916/2-5007		8.00
WIC263	Coil , XV 5-5029		80.00
WIC277	Rotor , XV, all, 4-5018		12.00

Wico XB Distributor			
WIC208	Instructions , for XB and B-4027 distributors		2.50
WIC272	Points , 1-5008		18.00
WIC268	Condenser , 90-5072		12.00
WIC262	Coil , 5-5093		80.00
WIC353	Lamination Bar , 94-5109		15.00
WIC276	Rotor , 2 cyl., John Deere , 4-5003, except XB-4023, dual arm		12.00
WIC277	Rotor , 2 cyl., John Deere , 4-5018, XB-4023, single arm		12.00
WIC278	Rotor , 4 cyl., 4-5010		28.00
WIC279	Rotor , 6 cyl., 4-5004		32.00
WIC250	Cap , 2 cyl, John Deere , 3-5000, except XB-4023, use with 4-5003 dual arm rotor		38.00
WIC319	Cap , 2 cyl, John Deere , 3-5016, XB-4023, use with 4-5018 single arm rotor		46.00
WIC252	Cap , 4 cyl., 3-5014		54.00
WIC258	Cap , 6 cyl., 3-5015		65.00
WIC255	Cap gasket , 94-5076		2.25
WIC303	Resistor , 94-5190		7.00
Wico Model H-1 & LD Magneto Parts			
WIC221	Condenser , generic for H-1, LD		5.00
WIC239	Rotor , LD, 4-5000		10.00
WIC264	Coil , H-1, LD		130.00
IH85	Flange gasket , AH-1, H-1, for IHC 1 1/2 - 2 1/2 HP LA/LB		2.00
IH86	Flange gasket , AH-1, H-1, for IHC 3 - 5 HP LA/LB		2.00
Model DB Distributor			
WIC226	Points , DB, 1-5032		9.00
WIC222	Condenser , DB, 2-5094, replaces all others		9.00
WIC280	Rotor , DB, 4-5017		7.00
WIC310	Cap , 2 cyl, 3-5060		34.00
WIC311	Cap , 4 cyl, 3-5059		34.00
WIC312	Cap , 6 cyl, 3-5061		34.00
Model B-4027 Distributor for John Deere Diesel Starting Engines			
MAY31	Points , 1-5009 (yes they are the same points used in Maytags, go figure!)		18.00
WIC270	Condenser , 2-5080		12.00
WIC265	Coil , 5-5091		85.00

WIC302	Cover gasket, 94-5192		2.50
WIC313	Backing plate, 94-5193		28.00
WIC303	Resistor, 94-5190		7.00

* New complete replacement magnetos are just that, brand new with all new parts. Made from the original dies and molds, they are identical to the originals (excepts the ID tags). They are bolt-on ready and come with a mounting gasket (if available).

** Direction of rotation (clockwise or counter-clockwise) is determined for ALL mags by looking at the impulse coupling

John Deere Tractor Application Chart							
Magneto #	Application	Points	Cond.	Coil	Rotor	Cap	Repair Kit **
John Deere Tractors Equipped With A Wico Series "C" Magneto							
C-477	Long lug	1-5084	2-5076	5-5086	4-5000	3-5011	WIC-KIT-1
C-909	"L", "LA"	1-5084	2-5076	5-5086	4-5000	3-5011	WIC-KIT-1
C-1042	Short lug	1-5084	2-5076	5-5086	4-5000	3-5007	WIC-KIT-1
John Deere Tractors Equipped With A Wico Series "XH" Magneto							
XH-477	Long lug	1-5008	2-5007	5-5011	4-5003	3-5000	WIC-KIT-5
XH-909	"L", "LA"	1-5008	2-5007	5-5011	4-5018	3-5012	WIC-KIT-6
XH-1042	Short lug	1-5008	2-5007	5-5011	4-5003	3-5000	WIC-KIT-5
Case Tractor Application Chart							
C-184, C-894, C-1344	4 cyl.	1-5084	2-5076	5-5086	4-5000	3-5008	WIC-KIT-1
XH-184, XH-894, XH-1344, XH-1950	4 cyl.	1-5008	2-5007	5-5011	4-5010	3-5014	WIC-KIT-10
Oliver Tractor Application Chart							
XHD-2700	4 cyl.	1-5008	2-5007	5-5011	4-5010	3-5014	WIC-KIT-10
XH-977	6 cyl.	1-5008	2-5007	5-5011	4-5004	3-5015	
Kohler Engine Application Chart							
XH-184, XH-2043	4 cyl.	1-5008	2-5007	5-5011	4-5010	3-5014	WIC-KIT-10
XH-2006	4 cyl.	1-5008	2-5007	5-5011	4-5010	3-5006*	
XH-2062F	2 cyl.	1-5008	2-5007	5-5030	-----	94-5092	
XH-2485D	2 cyl.	1-5008	2-5007	5-5011	4-5010	3-5030	
Wisconsin Engine Application Chart							
XH-1295D, XH-2477B, XH-150C	1 cyl	1-5008	2-5007	5-5011	-----	94-5212	

XH-2531C	2 cyl.	1-5008	2-5007	5-5030	-----	94-5092	
XH-2904	2 cyl.	1-5008	2-5007	5-5011	4-5010	3-5023*	
XH-1343B	4 cyl.	1-5008	2-5007	5-5011	4-5018	3-5001	
XH-241, XH-184, XH-2207	4 cyl.	1-5008	2-5007	5-5011	4-5010	3-5014	WIC-KIT-10
XHD-2900	6 cyl.	1-5008	2-5007	5-5029	4-5004	3-5015	

* Item may not be normally stocked, but usually available in 1 – 2 weeks

** Repair kits contain points, condenser, coil, rotor, and all necessary gaskets

Caterpillar Application Chart							
Magneto #	Application	Rotation	Points #	Cond. #	Coil #	Rotor #	Cap #
XH184	5 ton, 10, 10-14, 10-15, 15, 15-20, 20, 20-25, 22, 28, 30, 35, R2, R3, R4, R5	CW	1-5008	2-5007	5-5011	4-5010	3-5014
XH1906	D7, D8, D800, D8800, D11000, D13000	CCW	1-5008	2-5077	5-5011	4-5010	3-5023
XH1907	D2, D4, #10 Auto Patrol	CCW	1-5008	2-5077	5-5011	4-5010	3-5013
XH1908	D5, D6 (early), DW10, #12 Auto Patrol	CW	1-5008	2-5077	5-5011	4-5010	3-5013
XH1263	D5, D6 (late)	CCW	1-5008	2-5007	5-5011	4-5003	3-5000
XH2450C	D7, D8, D9, DW15, early models – DW20, DW21	CCW	1-5111	2-5007	5-5011	4-5008	3-5025*
XH2631	D8, early model	CW	1-5111	2-5007	5-5011	4-5009	3-5032*
XHD2700	40, 50, 60, 65, 70, 10-ton	CW	1-5008	2-5007	5-5011	4-5010	3-5014
XH2823	D7-E, D8-H, D9, 630-B, 631-G, 824-B, 834	CW	1-5090	2-5007	5-5011	4-5015	3-5052
XH2836	D2, D4, D3000, D4400, replaces Am. Bosch MJK 4/2 360 D47	CCW	1-5111	2-5007	5-5011	4-5008	3-5025*
XH2837	D7, D8, D7700, D8800, D1100, D13000, replaces Am. Bosch MJK 4/2 180 D311	CCW	1-5111	2-5007	5-5011	4-5008	3-5054*
XH2838	D5, D6, D48, D318, D4600, replaces Am. Bosch MJK 4/2 360 D408	CW	1-5111	2-5007	5-5011	4-5016	3-5025*
XH2839	D6, D318, replaces Am. Bosch MJK 4/2 360 D410	CW	1-5111	2-5007	5-5011	4-5016	3-5025*
XH2842	D1300, replaces Am. Bosch MJK 4/2 180 D107	CCW	1-5111	2-5007	5-5011	4-5008	3-5054*
XH2843	D6, D7, D8, D40, D50, D75, D211, D1100, D1300, D6600, D7700, D8000, replaces Am. Bosch MJK 4/2 180 D109	CCW	1-5111	2-5007	5-5011	4-5008	3-5054*
XH2845	D7, D8, D1300, D8800,	CCW	1-5111	2-5007	5-5011	4-5008	3-5057*

	replaces Am. Bosch MJK 4D 313						
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** Indicates special order. Parts may not normally stocked, but are available. Please inquire for price and availability.*

Wico Flywheel Magneto Parts

Wico flywheel mags are a more complicated story. Wico first entered the flywheel mag business with the model F mag. It used stationary magnets with a rotating interrupter. Design improvements were quickly made and the FG series of mags were developed. These mags were popular on the Johnson Utilimotor, Associated Colt, Nelson Brothers, and several other small engines. Some mags came with one coil, others with 2. The single coil that I have now fits in either the one or the two coil mags. Regardless of how many coils you have, you only use one new coil. (If you have a 2 cylinder version, then there might be a different solution. Ask for details.)

After a while, Wico designed a new series of flywheel mags, the FW series. Each customer had different requirements, and therefore needed a different mag. Few parts were interchangeable. There are at least 800 variants of this mag (really!) in my book. Parts were discontinued and consolidated at a frantic rate. Cross referencing is a nightmare at best! But anyway, I can still get many parts. You will have to call/e-mail/write and ask. Sometimes I will have a generic replacement, other times I will have a custom made part. Either way, I should be able to help with points, condensers & rotors. I cannot supply any parts for mags with electronic ignition modules (no points.) Replacement flywheels are not available for any mag.

Many of Wico's customers (like Maytag) asked that their engine not be listed in the Wico book. This complicates things even more. I have one good reference sheet where nearly all mags are listed, but I have to do a lot of cross-referencing to find what you need. In this listing I am showing the parts that I stock. They fit many variants of the mag. There are many more parts than what I stock, so if you don't see what you need, then ask, I might be able to get it.

Order number	Description	Price each
Model F & FG Flywheel Mags		
WIC223	Condenser , rebuilt for F & FG	25.00
WIC263	Coil , F & FG	130.00
Model FW Flywheel Mags		
WIC461	Points , 1-5004	15.00
WIC462	Points , 1-5005	13.00
WIC460	Points , 1-5009	18.00
WIC463	Points , 1-5021	14.00
WIC464	Points , 1-5025	9.00
WIC465	Points , 1-5034	17.00
WIC423	Condenser , 2-5003/2-5013	12.00
WIC427	Condenser , 2-5005	14.00
WIC422	Condenser , 2-5008	14.00
WIC425	Condenser , 2-5010	14.00
WIC420	Condenser , 2-5016	7.00
WIC421	Condenser , 2-5017	8.00
WIC428	Condenser , 2-5021	14.00
WIC424	Condenser , 2-5024	7.00
WIC429	Condenser , 2-5027	8.00
WIC430	Condenser , 2-5030	7.00
WIC426	Condenser , 2-5053	7.00

WIC444	Coil , 5-5009 / 5-5015 (formerly X7345) 1 coil replaces both part numbers, also 5-5013	50.00
WIC446	Coil , 5-5014 (formerly X-7233)	50.00
WIC445	Coil , 5-5017 (formerly X-7500)	55.00
WIC447	Coil , 5-5025 (formerly X-9533)	35.00
WIC448	Coil , 5-5032	50.00
WIC443	Coil , 5-5034, replaces X9965, X11260, 11654, X12325, X12905, X12910, X12915, X12920	35.00
WIC440	Coil , 5-5035 (formerly X12935B)	35.00
WIC449	Coil , 5-5037	45.00
WIC441	Coil , 5-5039 (formerly X-13313D)	35.00
WIC442	Coil , 5-5054 (formerly X-16343D)	35.00
WIC450	Coil , 5-5136	40.00

IHC Magneto Parts

My family was big into IHC stuff. We had numerous Farmall H's and a Farmall M, as well as some later number series stuff. When the H's and the M were bought, they all had the original mags. As time went on and the mags stopped working for one reason or another, the mags were all replaced with distributor systems that ran off the battery. While this solved the short term problem and got the tractor going again, another bigger problem arose in that as the starters got tired and drew more current, there was less voltage available for the coil. And once again, the tractors got to be hard to start. If only we had known then how to fix mags.... The moral of the story is "Don't ever let anyone tell you that a battery system is better than a well tuned mag!" People had tried to tell me that when I was young and I didn't believe them. Well, I guess age, experience, and my engineering background have taught me many lessons.

IHC got into the mag business by buying the Accurate Engineering Company. Accurate was making the low-tension mags for their stationary engines at the time (and probably for a lot of other people too.) Early IHC high-tension mags were made by K-W and later Splittorf. IHC's first high-tension mag of their own design, was the E-4A. It was a darn good mag for the time. While I don't list parts for these mags, they are easily rebuilt. I rebuild condensers and rewind coils for these mags. Points can usually be resurfaced. I also have bearings.

The later mags, the F, H, and J series, are very reliable and easily rebuilt. These are most of the parts available for these tractor and stationary engine (LA & LB) mags. I grew up with these mags on the tractors on my family farm. Many other parts are available. Please call, write, or e-mail with requests.

I can also replace bearings, rewind coils and rebuild the mounting plates on IHC (and other) low tension mags. I will also have the gears (and maybe bearing plates) real soon. Real early IHC stationary engines used Webster and Motszinger mags. Look for Webster parts in the Webster section. For the Motszinger, I can supply coils and nameplates.

***** Service Note: Adjust the points on all IHC rotary mags to .013" except F6 mag which should be adjusted to .020" *****

Order number	Description	Price each
E4A & Dixie Magneto Parts		
NP086	Nameplate , IHC E4A mag, brass	18.00
IH40	Thumb nut , E4A cap	4.00
SPL10	Thumb nut , Dixie mag	4.00
F4, F6 Magneto Parts		

IH64	Points	16.00
IH55	Condenser	10.00
IH54	Coil	65.00
IH60	Cap, F4, with brushes, hand cast from an original, with IHC logo	75.00
IH65	Cap, F4, with brushes, plastic repro, no IHC logo	56.00
IH63	Lead out tower, internal, brings high voltage from coil to cap	50.00
IH50	Bearing, 3 piece	25.00
IH52	Cap brush	3.00
IH57	Drive float	18.00
IH61	Coil cover gasket	2.50
IH62	Point cover gasket	1.00
H1 & H4 Magneto Parts		
IH80	Points	16.00
IH55	Condenser	10.00
IH54	Coil	65.00
IH50	Bearing, 3 piece	25.00
IH72	Coil cover	26.00
IH73	Coil cover, with IHC logo & brass inserts	50.00
IH75	Distributor cap, H4	18.00
IH76	Distributor gear, H4	32.00
IH79	Impulse pawl kit, H4, right hand	18.00
IH84	Rotor, H4	9.00
IH77	Gasket set (does not include LA/LB mount gasket for H1 mag)	9.00
FM191	Gasket, mount, SAE, for H4 mag (included in gasket set)	2.00
IH78	Coil cover gasket, extra thick, ALWAYS use when installing new coils	2.00
IH85	Flange gasket, H-1, for IHC 1 ½ - 2 ½ HP LA/LB	2.00
IH86	Flange gasket, H-1, for IHC 3 - 5 HP LA/LB	2.00
J4 Magneto & Battery Distributor Parts		
IH90	Coil, J4 mag	70.00
IH91	Condenser, J4 mag and battery ignition distributor	10.00
IH92	Distributor cap, J4 mag and battery ignition distributor	28.00
IH93	Coil cover, J4, brass inserts & IHC logo	50.00
IH95	Points, J4 mag and battery ignition distributor	12.00
IH97	Rotor retainer, J4 mag	25.00
IH98	Rotor, IHC battery ignition distributor	8.00
IH99	Gasket set	7.50
COIL01	Ignition coil, 6 volt, replaces the coil on most 6 volt systems	27.00
COIL02	Ignition coil, 12 volt, replaces the coil on most 12 volt systems	35.00

Fairbanks Morse Magneto Parts

Fairbanks Morse became famous in the mid to late 1800's for platform scales. F-M went on to have a very diverse product line beyond their famous scales, including engines, locomotives, generators, tractors, and many other products. In the early days of engine production, FM bought a number of different mags, the most popular being the

AB33 & the AB34. These were made by American Bosch and are listed here mainly because they were used exclusively on Fairbanks Morse engines. I can get coils rewound, and rebuild condensers for you. I can also make other parts as needed. I cannot get point disks. When installing lead-out towers on AB34 mags, the mounting holes must be slightly elongated. I can also replace bearings on AB33 and AB34 mags. Please inquire for details.


Fairbanks Morse got started rather late in the mag business with their first mag being the type R rotary mag for their type Z engines. They made a modification to this mag to make it a two cylinder mag by adding a rather complicated gear reduction system. They cast a leaping deer onto the back casting and sold them to John Deere. It was not the best of mags. They refined the model into the RV series of mags, a much more easily produced and much more reliable mag.








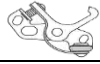

The remainder of the Fairbanks Morse mags were rotary mags with permanent magnets in the rotor (except the flywheel mags.) These mags were used on a wide range of engines and tractors both as original equipment and as aftermarket replacements. When ordering parts, it is best to give me the actual mag model number from the tag so I can check my parts list. I can get most any part, **far more** than listed here, so call, e-mail, or write with needs. F-M also briefly got into the flywheel magneto business. After selling about 5 variants, they decided that this was not the business for them. Few if any parts are available for flywheel mags. I can probably have custom coils made and supply generic condensers.










FM-P & FM-PE mags are 1 and 2 cylinder mags for semi-industrial applications. A few variants of this mag were used for aviation applications. I am not certified to sell parts to aviation users and I *WILL NOT* sell parts for aviation applications! FM-L, LTR, LX, & LTX are low tension mags used on industrial applications. I have a few parts for these mags and can get many more parts as well on special order.






IMPORTANT NOTE!!! When determining the direction of rotation of a mag, always look at the drive end (the impulse coupling.) If it turns to the right, it is clockwise. If it turns to the left, it is counter-clockwise.



*** *Service Note: Adjust the points on all FM rotary mags to .020"* ***

Order number	Description		Price each
AB33/AB34 Mag Parts for Type "Z" Engines			
FM010	Actuating arm , AB33/AB34, 2 3/4" long		28.00
FM011	Actuating arm , AB33/AB34, 5 1/4" long		30.00
FM012	Actuating arm , AB33/AB34, later style, 2 3/4" long		28.00
FM018	Lead-out tower , AB33, AB34, specify which		28.00
FM016	Gasket , lead-out tower, AB33		1.50
FM017	Brush , lead-out tower, with spring, AB33		4.00
FM027	Point cover , AB33		9.00
FM030	Roller , spring, AB33/AB34 (hardened)		4.00
FM034	Spring , oscillator, AB33, AB34		6.00
	Coil , AB33, rewind exchange		100.00
	Coil , AB34, rewind exchange		120.00
	Condenser rebuild		25.00
Fairbanks Morse Rotary Mags			
FM-J Series			
FM110	Condenser , FM-J,X, for two and four cylinder mags that use the R2477C coil, AXMR2433		8.00
FM111	Condenser , FM-J,X, for single and two cylinder mags that use the T2477C or Q2477C coil, SXY2433		10.00
FM154	Points , FM-J, clockwise, R2437A		18.00
FM156	Points , FM-JV4, FM-JVE4, FM-JVE4B7C, T2437		54.00

FM155	Points , FM-J, counter clockwise, S2437		38.00
FM170	Coil , some two and all four cylinder mags, R2477C, (Use this coil if the mag has a gear-driven distributor rotor, i.e. M2765, otherwise use T2477C coil)		65.00
FM171	Coil , all one and some two cylinder mags, T2477C		70.00
FM172	Coil , dual spark, Q2477C		80.00
FM147	Rotor , FM-J4, X4, XE4, XV4, B, M2765		18.00
FM149	Rotor , some FM-JE4 & FM-XE4, X2765		38.00
FM223	Rotor , FM-J2, counter-clockwise, used with LX2430 cap, jump gap spark distribution, Q2765		56.00
FM221	Rotor , FM-J2, clockwise, used with LX2430 cap, jump gap spark distribution, R2765		40.00
Caps & covers , see below			
FM185	Distrib. Shaft & gear assy. , FM-J4, JF2 N5939		30.00
FM230	Gear , magnetic rotor (armature), FM-J4, most, F5952		26.00
FM126	Bearing , main, driven end, C5949		16.00
FM260	Bearing , bronze, distributor end in point plate, press in, FM-J, B5950A		25.00
FM260	Bearing , bronze, distributor cap, press in, FM-J, B5950C		18.00
FM237	Bearing & Point Support Plate , clockwise, H4631, *** <i>special order</i>		105.00
FM238	Bearing & Point Support Plate , counter clockwise, J4631, *** <i>special order</i>		105.00
FM181	Seal , main bearing, G3861		2.00
FM130	Gasket kit , FMJ1,2, GK16		6.00
FM131	Gasket kit , FMJ4, others, GK17		8.00
FM140	Gasket , cap, FM-J, H2498		2.00
FM120	Gasket , distributor cap, FMJ4, B682		1.50
FM-K Series			
FM157	Points , FM-K & others, clockwise, P2437		52.00
FM158	Points , FM-K & others, counter clockwise, Q2437		36.00
FM110	Condenser , AXMR2433		8.00
FM170	Coil , FM-K, can fit in, not as hot as FM174, R2477C		65.00
FM174	Coil , FM-K, a hotter coil with a better fit, P2477C		240.00
FM126	Bearing , main, driven end, C5949		16.00
FM181	Seal , main bearing, G3861		2.00
FM195	Gasket , cover, F2498		3.00
FM-L Series			
FM159	Points , certain mags, Q2437A		70.00
FM112	Condenser , all FM-L series, RX2433		45.00

	Coils are available but are special order, please call		
FM-P Series			
FM159	Points , FM-P1, FM-PE1, FM-PE1-2, Q2437A		70.00
FM112	Condenser , RX2433, ask before ordering		45.00
FM113	Condenser , FM-PE1-2B16B, VX2433		60.00
	Coils are available but are special order, please call, no sales to aviation users!!!!		
FM-S Series			
FM110	Condenser , FM-S, AXMR2433		8.00
FM160	Points , FM-S, HX2437		40.00
FM173	Coils , TS2477C, <i>special order</i>		260.00
FM-X & FM-Z Series			
FM110	Condenser , FM-J,X, for two and four cylinder mags that use the R2477C coil, AXMR2433		8.00
FM111	Condenser , FM-J,X, for single and two cylinder mags that use the T2477C or Q2477C coil, SXY2433		10.00
FM112	Condenser , FM-X, shielded mags, RX2433		45.00
FM150	Points , FM-X clockwise rotation, FM-XD, FM-XV, FM-Z A2437A, Also replaces W2437		18.00
FM151	Points , FM-X counter clockwise rotation, FM-Z, B2437A Also replaces X2437		18.00
FM170	Coil , FM-X, some two and all four cylinder mags, R2477C, (Use this coil if the mag has a gear-driven distributor rotor, i.e. M2765, otherwise use T2477C coil)		65.00
FM171	Coil , FM-X, all one and some two cylinder mags, T2477C		70.00
FM172	Coil , dual spark, Q2477C		80.00
FM174	Coil , FM-Z, four and six cylinder mags, P2477C		240.00
FM175	Coil , FM-XV, 4 cylinder mags, QS2477C, <i>special order</i>		325.00
FM176	Coil , FM-XZ, 4 cylinder mags, RS2477C, <i>special order</i>		275.00
FM147	Rotor , FM-J4, X4, XE4, XV4, B, M2765		18.00
FM149	Rotor , some FM-JE4 & FM-XE4, X2765		38.00
FM148	Rotor , XE4 & others, X2765X		62.00
FM222	Rotor , FM-X2B7(E,F) & others, used with WZ2430 & LX2430 cap, clockwise, FY2765		22.00
FM223	Rotor , FM-OR4, FM-XOR, FM-XR, FM-Z4, FM-Z6, used with TX2430 cap, Z2765		36.00
FM224	Rotor , FM-X4B7C & others, used with VX2430X cap, M2765X		40.00
FM225	Rotor , FM-X4 for Kohler, DX2765		24.00
Caps & covers , see below			
FM186	Distrib. Shaft & gear assy. , FM-X4, Y5939		30.00
FM187	Distrib. Shaft & gear assy. , FM-X4, militarized mags, Q5939 (also Q5939X)		60.00
FM231	Gear , magnetic rotor (armature), FM-X4, most, Q5952		75.00
FM126	Bearing , main, driven end, FM most, C5949		16.00
FM127	Bearing , bronze, distributor end, press in, most FM-X,		10.00

	A5950A		
FM128	Bearing , bronze, distributor rotor, press in, D5950C		8.00
	Bearing , needle/roller, distributor end, certain FM-X & FM-Z, D5949A, no longer available, order new point support plate below with bronze bearing (included)		
FM239	Bearing & Point Support Plate , clockwise, single-cylinder mags, V4631		60.00
FM250	Bearing & Point Support Plate , counter-clockwise, single-cylinder, W4631		65.00
FM235	Bearing & Point Support Plate , clockwise, multi-cylinder mags with a gear driven rotor, X4631		75.00
FM236	Bearing & Point Support Plate , counter-clockwise, multi-cylinder mags with a gear driven rotor, Y4631		90.00
FM130	Gasket kit , FMX1,2, GK16		6.00
FM131	Gasket kit , FMX4, others, GK17		8.00
FM140	Gasket , cap, FM-X, H2498		2.00
FM141	Gasket , cap, FM-J & FM-X, metalized, for military use		27.00
FM120	Gasket , distributor cap, FMX-4, J4, B682		1.50
FM121	Gasket , distributor cap, FMX-6, D682		6.50
FM190	Gasket , mount, FM-X, A4910		2.00
FM191	Gasket , mount, SAE, C4910		2.00
FM192	Gasket , mount, Wisconsin, D4910		1.50
FM163	Brush , E2460B		3.00
FM164	Brush , F2460A		3.00
FM240	Kill wire & post kit , B2541B		10.00
FM241	Key switch block , internal support for key lock barrel, does not include key and lock, FM-Z for Harley Davidson		45.00
FM180	Seal , G2501		2.00
Distributor Caps And Coil Covers			
FM142	Distributor cap , FM-J, X, most 4 cylinder, C800		65.00
FM143	Distributor cap , FM-JV, XV, 4 cylinder, G800		65.00
FM144	Distributor cap , certain FM-X4, FM-Z4, W800		80.00
FM145	Distributor cap , FM-XF2B7, 2 cylinder, D800		80.00
FM146	Distributor cap , FM-Z6, 6 cylinder, Q800, <i>special order</i>		110.00
FM201	Coil cover , FM-JF2, FM-J4, CX2430		48.00
FM207	Coil cover , FM-X4, AZ2430		44.00
FM210	Coil cover , FM-Z4, Z6, TX2430, <i>special order</i>		80.00
FM200	Coil cover , FM-J1, FM-X1, lead-out points up, AX2430		38.00
FM206	Coil cover , FM-X1, lead-out points up, BZ2430		36.00
FM203	Coil cover , FM-J1B2, lead-out points straight out, SX2430		38.00
FM202	Coil cover , FM-X1-2B7 & all Harley Davidson, 2 cylinder dual-spark, points straight out, BY2430		40.00

FM205	Coil cover/distributor , 2 cyl, FMX2B7 & others, LX2430, jump-gap spark distribution		84.00
FM208	Coil cover , FM-X2B7(D,E) & others, WZ2430, jump-gap spark distribution		72.00
FM209	Coil Cover , FM-X4B44A,B, R2430C		78.00
Impulse Parts, FM-J, FM-X, FM-Z			
FM197	Impulse spring , clockwise mags, D2565		20.00
FM198	Impulse spring , counter-clockwise mags, E2565		30.00
FM245	Impulse pawl , single cylinder, H2566		12.00
FM246	Impulse pawl , multi-cylinder, Q2566		10.00
RV-1, RV-2			
FM022	Coil cover , RV-1		50.00
FM170	Coil , a suitable replacement for RV-1		66.00
WIC040	Condenser , new type, installs next to the coil		5.00
FM040	Points , RV-1		17.00
R-1, R-2			
FM020	Lead-out tower , R-1		45.00
FM025	Collector ring , R-1		35.00

Application Chart						
John Deere Tractor						
Magneto #	Application	Points	Cond.	Coil	Rotor *	Cap *
FM-J2B6		S2437	AXMR2433	R2477C	Q2765	WZ2430
FM-J2A6		S2437	AXMR2433	R2477C	Q2765	WZ2430
FM-X2B6		B2437A	AXMR2433	R2477C	Q2765	WZ2430
FM-X2A6		B2437A	AXMR2433	R2477C	Q2765	WZ2430
* Note: If your mag had the original style cap and rotor (flat disc), you must replace the cap and rotor together as the original cap and rotor are no longer available						
Allis Chalmers Tractor						
Magneto #	Application	Points	Cond.	Coil	Rotor	Dist. Cap
FM-J4B3		R2437	AXMR2433	R2477C	M2765	C800
FM-X4B3		A2437A	AXMR2433	R2477C	M2765	C800
Fairbanks Morse Engines						
FM-J1A2	ZD & others	R2437	AMXR2433	R2477C	-----	BZ2430
FM-X1A2	ZD & others	A2437A	AMXR2433	R2477C	-----	BZ2430
Wisconsin Engines						
FM-J1A7	Most 1 cyl	S2437	AMXR2433	T2477C	-----	BZ2430
FM-X1A7	Most 1 cyl	B2437A	AMXR2433	T2477C	-----	BZ2430
FM-X1-2B7,A	2 cyl	A2437A	SXY2433	Q2477C	-----	BY2430
FM-JF2B7	2 cyl	R2437	AMXR2433	R2477C	M2765	H800 *
FM-X2B7D,E	2 cyl	A2437A	SXY2433	T2477C	FY2765	WZ2430
FM-XF2B7	2 cyl	A2437A	AMXR2433	R2477C	M2765	D800 *

FM-JV4B7, A, B	V4 cyl.	T2437	SXY2433	QS2477 C *	M2765	G800
FM-XV4B7, A, B, (not C)	V4 cyl.	A2437A	SXY2433	QS2477 C *	M2765	G800
FM-J4A7A	4 cyl.	R2437	AMXR2433	R2477C	M2765	C800
FM-X4A7	4 cyl.	B2437A	AMXR2433	R2477C	M2765	C800
FM-X4A7A	4 cyl.	A2437A	AMXR2433	R2477C	M2765	C800
FM-X4A7B	4 cyl.	A2437A	AMXR2433	R2477C	M2765	C800
FM-X4B7	4 cyl.	A2437A	AMXR2433	R2477C	Call	Call
Kohler Engines						
FM-J4A23	4 cyl.	S2437	AMXR2433	R2477C	M2765	C800
FM-X1-2B44	2 cyl.	A2437A	SXY2433	Q2477C	-----	BY2430
FM-X4A23	4 cyl.	B2437A	AXMR2433	R2477C	M2765	C800
FM-X4B44A, -3	4 cyl.	A2437A	AXMR2433	R2477C	DX2765	W800
Harley Davidson Motorcycles with F-M, Joe Hunt, or Morris Mags						
FM-Z2-2B63B	HD 29503-56R	B2437A	SXY2433	Q2477C	-----	BY2430
FM-Z2-2C63A, FM-Z2-2C10A, FM-Z2-2C63C	HD 29501-62 & Joe Hunt	B2437A	AMXR2433	Q2477C	-----	BY2430

* Parts available, but may not be normally stocked. Call for price and availability.

American Bosch Magneto Parts

American Bosch was probably one of the best of the early magneto makers. A-B started out as Simms-Bosch making the "Arc-Flame" series of high tension magnetos. Bosch became enamored with low tension ignition systems and demanded that Simms-Bosch concentrate on low tension systems. Simms refused, and Bosch left to start his own business. Robert Bosch, as it was known, quickly discovered the error of his ways and switched back to high tension systems. His high tension mags were so high quality that he quickly put his former partner Simms out of business. World War I and the "Trading With The Enemy" act saw the breakup of Bosch into Robert Bosch (in Germany) and American Bosch in the US. Both companies flourished, producing a long line of top quality ignition systems. In my opinion, American Bosch produced the highest quality mags during the first half of the 20th century. Robert Bosch mags were nearly as good, but they did not make as many technological advances in the 30's and 40's as A-B did.

American Bosch made primarily rotary mags. They briefly experimented with flywheel mags, but ended up with very few contracts (their largest was for the Maytag 92). They eventually conceded the business to Wico, Phelon, and their former partner Robert Bosch.

Most of A-B's early mags (Robert Bosch too) used shuttle wound coils with condensers built into the end of the armature. These armatures are not user-serviceable and must be professionally repaired. The person who does my coil winding is the best in the business and I rebuild the condensers myself. Send me your complete armature to be rebuilt. I can also supply bearings for most of the mags, look in the bearing section.

Parts for the AB33 and AB34 oscillating mag are listed under Fairbanks-Morse magneto parts (since they were used exclusively on Fairbanks Morse engines.)

Once A-B switched to a permanent magnet design, they produced a long line of quality mags. Their first mag with a permanent magnet was the MVA. It can be basically classified as a bad idea! Nothing is available for them and I strongly recommend against rebuilding them. The rest of the A-B rotary mags were of top quality and have lasted for years. Many of the parts were discontinued over the years as their popularity decreased, but some are available. When Bosch finally got out of the magneto business, they sold off the rights to their parts to an aftermarket supplier. Only what had not been discontinued at that time is still available. If you have an early A-B mag such as the MJA, B, C, H or MVA mag that needs a lot of work, strongly consider replacing the entire mag with a new Wico mag. You may find that the cost to rebuild you're A-B mag may be more than the price of a new mag. Later mags are not so much of a problem. Most parts are available for MRD mags.

Caterpillar used the MJK mag. I can get many of the parts, but don't stock all of them. If your mag is really rough and needs lots of parts, consider getting a replacement Wico mag. I can get them brand new to fit most applications.

*** *Service Note: Adjust the points on all American Bosch rotary mags to .016" ****

Order number	Description	Price each
ZEV Rotary Mags		
AB100	Lead out tower, ZEV mag, left hand, with brush	35.00
AB101	Lead out tower, ZEV mag, right hand, with brush	35.00
AB120	Lead out tower screw, tapered	
MJA, MJB Variable & Fixed Timing Rotary Mags		
AB11	Condenser, CW5210, MJA ed A,B,C, MJB, variable timing	24.00
AB12	Condenser, CW5291, MJA ed D, MJB ed B, fixed timing	12.00
AB13	Condenser, CW5279, MJH, MRD, MSA, MSB	10.00
AB20	Points, CS521, MJA, MJB, MRA, MRF, MRB	18.00
AB60	Gasket, control arm cover, MJA, MJB, GA521	2.00
AB67	Gasket, cap, MJA, GA522	6.00
AB61	Gasket, cap, MJB, MRF GA523	3.00
AB46	Distributor rotor, MJA 4 cylinder, RT52418AS, *** <i>special order</i>	115.00
AB47	Distributor rotor, MJA 4 cylinder, RT52422AS, *** <i>special order</i>	110.00
AB48	Distributor rotor, MJA 4 cylinder, RT52425AS, *** <i>special order</i>	85.00
AB49	Distributor rotor, MJA 4 cylinder, RT52426AS, *** <i>special order</i>	90.00
AB30	Coil, a generic replacement, CL521043	75.00
MJC Rotary Mags		
AB14	Condenser, CW5232	28.00
AB30	Coil, CL521043	75.00
MJH Rotary Mags		
AB13	Condenser, CW5279, MJH, MRD, MSA, MSB	10.00
AB21	Points, BK52203, MJH, MRD, MSA, MSB, TDG	18.00
AB30	Coil, a generic replacement, CL521043	75.00
AB80	Rotor, RT52288, MJH edition C only, 2 & 4 cyl	40.00
AB81	Rotor, RT52304, MJH edition C only, 6 cyl	40.00
AB62	Gasket, cap, MJH, GA5261	1.50
AB68	Gasket, cap, 2-cylinder, used in addition to AB62, GA52145	6.00

MJK Rotary Mags		
AB10	Condenser , flange mount, CW52110, MJK	38.00
AB22	Points , BK52234, MJK	35.00
AB45	Rotor , MJK, RT52154PAS	80.00
AB41	Brush & spring , BR521004	8.00
AB30	Coil , a generic replacement, CL521043	75.00
AB31	Coil , CL5298, original equipment, ** special order **	170.00
AB51	Cap , DP52442, lead-outs diagonally across from each other, ** special order **	120.00
AB65	Cap gasket , GA52148	6.00
AB66	Rear gasket , GA52157	7.00
AB55	Gear , distributor, MJK 4/2 360°, GE52280, ** special order **	65.00
AB56	Gear , distributor, MJK 4/2 180°, GE52278, ** special order **	65.00
AB70	Seal , MJK editions C & D, PK5237	7.00
AB73	Bronze Bearing , Edition "D" mags ONLY, BG52160	5.00
MRA, MRB Rotary Mags		
AB11	Condenser , CW5210, MRA & MRF variable timing	24.00
AB12	Condenser , CW5291, MJA ed D, MJB ed B, fixed timing	10.00
AB20	Points , CS521, MJA, MJB, MRA, MRF, MRB	18.00
AB52	Coil , CL52164, MRA, ** special order **	180.00
	Rotors , call with model #, some are available	
MRD Rotary Mags		
AB13	Condenser , CW5279, MJH, MRD, MSA, MSB	10.00
AB21	Points , BK52203, MJH, MRD, MSA, MSB, TDG	18.00
AB30	Coil , CL521043	75.00
AB40	Brush , BR173	8.00
AB50	Cap , 1 cylinder, MRD, DP521005	30.00
AB82	Cap , 4 cylinder, MRD, DP52607, ** special order **	160.00
AB83	Cap , 6 cylinder, MRD, DP52610, ** special order **	170.00
AB80	Rotor , RT52288, MRD, 2 & 4 cyl	40.00
AB81	Rotor , RT52304, MRD, 6 cyl	40.00
AB84	Gear , distributor, 4 cyl, GE52238, ** special order **	55.00
AB85	Gear , distributor, 6 cyl, GE52243, ** special order **	50.00
AB62	Gasket , cap, MRD, GA5261	1.50
AB64	Cam Felt , MRD	2.50
MRF Rotary Mags		
AB11	Condenser , CW5210, MRA & MRF variable timing	12.00
AB12	Condenser , CW5291, MJA ed D, MJB ed B, fixed timing	10.00
AB20	Points , CS521, MJA, MJB, MRA, MRF, MRB	18.00
AB61	Gasket , cap, MRF GA523	3.00
MSA, MSB Rotary Mags		
AB13	Condenser , CW5279, MJH, MRD, MSA, MSB	10.00
AB21	Points , BK52203, MJH, MRD, MSA, MSB, TDG	18.00
AB62	Gasket , cap, MSA, MSB, GA5261	1.50
Common Parts to Most Mags		
AB63	Gasket , flange, SAE	2.00
AB70	Seal , PK5237	7.00
AB71	Seal , SE3004	6.00

AB72	Impulse coupling disk , 2 ½" OD, 1" ID, DC739-1	25.00
Impulse Parts		
AB75	Impulse spring , compression type, spring with 2 ball bearings	30.00

Edison/Splitdorf/Sumter Magneto Parts

Edison was one of the many companies that tried to cash in on the good name of Thomas Edison. I do not believe that Edison Electric was founded by Edison himself, but rather the name was sold to make people THINK that Edison was the founder. None the less, Edison Electric was an ordinary magneto company that produced a wide variety of mags. Their last mag, the AJ series was heavily used on Indian motorcycles and on Gravelly tractors. It also proved to be their undoing, as they tried to pack too much into a small package.

Splitdorf was one of the early success stories in Magneto development. They produced a wide variety of high tension mags under the trade names Dixie & Aero, that were used on trucks, cars, tractors, airplanes, etc... just about everything. In fact, they were probably equally as popular (if not more so) than Bosch. Though the mags were not as hot as Bosch mags, they were incredibly reliable. In fact, it is quite rare to find a bad coil or even a bad condenser in one to this day! Building a mag that resists corrosion & decay for almost 100 years is quite a feat! At some point in the mid teens, Splitdorf bought Sumter, probably to get their wide line of low tension mags. The Sumter name was dropped and Splitdorf tags were put on the mags.

At some point Edison either bought Splitdorf or they merged. Edison seemed to come out on top as the name became, (for a while), Edison-Splitdorf. This lasted for a while and then the Splitdorf name was dropped. Too bad, in my opinion they dropped the wrong name....

I have a few parts for these mags. I can always have coils rewound and rebuild condensers. I am just now starting to get some repro caps for these mags. Stay tuned, I'm sure to get more as time goes by.

Order number	Description	Price each
SPL10	Thumb nut for Splitdorf magneto caps	3.00
SPL11	Cap for AJ-1 mag	50.00
SPL12	Cap for AJ-2 mag	75.00
LT20	Sumter replacement base for mag, #12	45.00
LT21	Sumter replacement base for mag, #14	45.00
LT22	Sumter replacement base for mag, #22	55.00
LT25	Sumter end cap, with internal fahnstock clip	25.00
ED01	Cap Gasket , type CD mag	3.00
ED02	Body Gasket , type CD mag	3.00
ED30	Rotor , type CD mag	75.00
ED03	Coil Cover Gasket , type RM mag, 1 & 2 cyl	2.50
ED04	Point Cover Gasket , type RM mag, 1 & 2 cyl	2.50
ED05	Distributor Cap Gasket , type RM mag, 1 & 2 cyl (rounded bottom)	2.50
ED06	Distributor Cap Gasket , type RM mag, 4 & 6 cyl	2.50
WIC427	Condenser , 2-5005, can be modified for use in Edison RM mag	12.00

Case Magneto Parts

I finally discovered the history of Case mags. At some point in the 30's, Case decided to make their own mags. They were of a fairly unique design. Many of the mags even had the Case eagle, "Old Abe" embossed on the cap. There were large, nice looking mags. Case even supplied mags for aircraft engines. At some point, Case spun off or sold off their magneto business. The new company was called the Slick Magneto Co. Slick supplied parts for Case mags for a while, but gave that effort up a long time ago. Slick went on produce an excellent line of aviation mags that are used to this day. Their design is amazingly simple and extremely reliable. Most small airplanes that use mags fly with Slick mags today. Many thanks to the engineer at Slick who called me from out of the blue one day to fill me in on the details!

I can supply a few parts, but they take a little "ingenuity" to make them fit. When replacing the coils, reuse the existing lamination stack. You may have to cut the old coil off the laminations. Don't worry, it wasn't any good anyway. If you can't get the laminations apart, send me the mag. My coil winder has a special puller. The condenser is tubular with wires at both ends. Case even supplied them this way in the later days. You will have to find a place to fit them in.

I may be getting caps at some point, so stay tuned. If all this is too frustrating, don't worry. I can supply new Wico mags that will replace the entire unit.

NOTE: I will NOT supply parts for aircraft mags!

Order number	Description	Price each
CAS10	Coil , 4CMA, rewind, you must supply your original	140.00
CAS11	Coil , 4JMA	130.00
CAS12	Coil , 41	130.00
CAS15	Points , 4JMA	43.00
CAS20	Condenser , all mags	8.00
CAS25	Rotor , 41, 4JMA	47.00
CAS30	Cap Gasket , type CMA mag	3.00
CAS31	Body Gasket , type CMA mag	3.00
CAS32	Coil Cover Gasket , type CMA mag	3.00
CAS33	Cap Gasket , type JMA & 41 mag	2.50
CAS34	Coil Cover , type 41 mag	2.50

Briggs & Stratton Magneto Parts

Briggs and Stratton got its start making locks for ignition systems and doors. In fact, they are still a leading supplier of these parts. Briggs and Stratton was basically a machine shop for hire making parts as needed when they smelled opportunity in the early 20's in the rapidly developing engine market. They bought out the rights to Smith Motor Wheel, a motorized wheel that could be added to a carriage or buggy making it horseless. Along with the Motor Wheel, they got the rights to the engine. The Wheel was a flop, but the engine was a hit. This was the catalyst for Briggs to enter the small engine market.

After the demise of the motor wheel, Briggs designed engines for use in washing machines, lawn mowers, and a long line of other applications. When other engine manufactures were buying magnetos from other companies to put on their engines, Briggs always used their own, preferring their own designs to other specialists like Wico and Phelon. In fact, Briggs mags have proven to be quite reliable over the years. It is unfortunate that some of the early coils have been discontinued, but fortunately I am able to supply rewind coils for early Briggs.

Early Briggs engines used a magneto under the flywheel with a large crescent-shaped coil assembly. This coil must be rewind. Send me the coil with laminations for rewinding. Most later coils can be supplied outright.

Order number	Description	Price each
BS10	Coil , rewind, early engines with crescent shaped coil under the flywheel, you must send me your coil to be rewound	150.00
BS13	Coil , engines with M shaped coil assembly outside flywheel, 5, 6, 8, 19D, 23D, 23C, 806xx, 808xx, 816xx, 818xx, & others, S2-400	30.00
BS14	Coil , engines with M shaped coil assembly outside flywheel, 60xxx, 61xxx, 801xx-805xx, & others, S2-408X	27.00
BS20	Condenser , A-Z series, 5, 6, 8, 23C, & others, S2-100	5.00
BS21	Condenser , 19D, 23C, 200400, & others, S2-103	5.00
BS33	Point , stationary, FH and other early Briggs with 4-bolt mount coil	20.00
BS30	Points , 5, 6, 6S, 8, 140xxx, 141xxx, 142xxx, 143xxx & others, S2-400	7.00
BS31	Points , 9, 14, 19, 23, 23C & others, S2-417	8.00
BS32	Points , 19D, 23D, 233xxx, & others, S2-483	19.00
BS40	Points & Condenser set , 6B, 8B, 60xxx,8xxxxx & others, S2-408X	11.00

Maytag Magneto Parts

Points are not available new for the Eisemann twin. Try and save the ones you have. If they are beyond repair, I may be able to resurface them. The Wico points are a different design and replace the original ones nicely. The condensers fit with no problems. As for the coils, see the story below.

Parts for the single cylinder engine are a little more difficult. I can get coils rewound, but I must have your core. I use the same generic condenser for the singles as the twin. You may have to get a little creative with the mounting hardware. Points are not available, try and save the ones you have. . Try and save the ones you have. If they are beyond repair, I may be able to resurface them. I hope to make some leadout towers this winter.

Service tip: I have been noticing recently on Eisemann twin mags, that the mags fire better with a smaller than recommended point gap. Try setting the point gap to .010" instead of .020". This may be due to the wearing of the rub block on the points and is affecting timing. I have also never met an Eisemann flywheel that did not need to be recharged. Consider sending me the entire mag with the flywheel for service. Flywheels are extremely difficult to charge without the proper charging blocks, which I have.

NOTE: I am currently out of stock of Maytag twin coils. It may be quite a while before I have more. I will publish a new add in *Gas Engine Magazine* when they are available.

Order number	Description	Price each
MAY20	Condenser , for single & Eisemann twin	8.00
MAY21	Condenser , for Wico twin	12.00
MAY31	Points , for Wico twin, new design that replaces the original	18.00
MAY40	Grommet , for spark plug wire for twin cylinder engines	0.40

Bendix Magneto Parts

Bendix made a wide variety of different mags, mostly for heavy-duty industrial and aircraft. They did, for a while, produce flywheel mags for a variety of light-duty engine makers. They were a very good magneto, but the coils did not stand the test of time. Most used a red-colored plastic coating that broke up over time. When the cover broke, it also caused the fragile wire inside to fracture. I have seen countless NOS Bendix coils, still in the original box,

completely worthless due to fractured outer coating. The moral of the story, NEVER BUY A NOS BENDIX COIL! I have never seen a good NOS Bendix coil, and I doubt I ever will.

I have one replacement coil that I offer for sale outright. It replaces most, but not all of their flywheel coils. It is new (NOT NOS!!) and uses a completely different outer coating process. I have never had a failure reported to me. There are several different sizes of these coils. If your coil matches the dimensions, then use the new coil. Otherwise send me your old coil to be rewind.

Order number	Description	Price each
BX01	Bendix flywheel coil, new	75.00
	Bendix flywheel coil rewind, must have your old coil as a core	130.00
FM110	Condenser , generic replacement	8.00

BX01 coil dimensions: Overall length, 3 ¹/₈" from end to end of the laminations, Coil body OD, 1 ³/₈", coil body length, 2". If your coil is even close to these dimensions, use BX01. The other coils are SIGNIFICANTLY smaller. You should be able to tell quite easily if you can use BX01 or you need a rewind. BX01 does not come with a molded-in high-tension wire. If you want one, order that separately.

Other Low-Tension Magneto Parts

I have other odd and ends for assorted low tension mags. The mag used on the ignitor-style John Deere E engine was made by Associated and is the same as used on later Associated engines (2 bolt mount). I can replace the base on these. Send my your mag body and I can repair it. If the mag body is too far gone, I can supply replacement bodies. These are a special order and will take several weeks.

I also have replacement bases for Sumter mags. These will replace the broken pot-metal base with a nicely cast bronze piece. No further machining is required. Inquire for details.

I can also fabricate most brushes for low tension mags. Inquire for details. I will be fabricating many lead-out towers and covers this winter. Inquire for details.

Order number	Description	Price each
LT01	Associated (John Deere) bearing plate for rotary mags	40.00
LT02	Associated (John Deere) lead-out tower for rotary mags	22.00
LT03	Associated (John Deere) brush for lead-out tower for mag	4.00
LT04	Associated (John Deere) replacement body for rotary mag	250.00
LT05	Associated lead-out tower for 4-bolt mount mag	18.00
LT06	Associated (John Deere) armature end plate & shaft, drive end	45.00
LT07	Associated (John Deere) armature end plate & shaft, collector ring end (no collector ring, re-use yours)	45.00
LT30	IHC type L, R bearing plate for mags	42.00

Other High-Tension Magneto Parts

I have other odd and ends for assorted high tension mags.

Order number	Description	Price each
HT10	Montgomery-Ward coil cover, 1-cylinder	50.00
HT11	Associated lead out tower, high tension mag used on the Pony	35.00

	engine, with brush	
RB10	Point cover , Robert Bosch only (NOT American Bosch)	55.00

Distributor Coils

I have a short list of coils for distributor systems. The 6 volt coil will work with most 6 volt battery ignition systems. It is a quality coil and is made by Standard Motor Products. The Ford coil is a direct replacement for the coil on Ford 9N tractors and certain Model A cars with a front-mounted distributor.

Order number	Description	Price each
COIL01	Ignition coil , 6 volt, replaces the coil on most 6 volt systems	27.00
COIL02	Ignition coil , 12 volt, replaces the coil on most 12 volt systems	35.00
FRD01	Ignition coil , 6 volt, for Ford 9N, front-mounted distributor	70.00

Magneto Gears


I have a small but growing list of new magneto gears. These gears are top quality and will work quite well with your engine. More gears will be forthcoming over the next year. Inquire with needs. I also have some other crank and side shaft gears listed later in this catalog. If you need a gear that is not listed here, I may be able to have it made. If you can supply an original gear (can be broken with missing teeth) I can measure it and supply a new replacement.

Order #	Description	# of teeth	Outside diameter	Shaft diameter	Price each
GR01	Associated 4 bolt mag gear, Hired Man, Hired Hand, Chore Boy, 1 ¾ HP, 2 ¼ HP, & 3 HP, Associated part # BYV	25	2.7"	5/8"	50.00
GR02	Associated 2 bolt mag, Hired Man, Hired Hand, Chore Boy, 1 ¾ HP, 2 ¼ HP, & 3 HP, Associated part # HLZ	25	2.7"	3/8"	50.00
GR03	Associated mag idler, 4 bolt mag, 9/16" face, 1 ½ HP, 1 ¾ HP, 2 ¼ HP, 3 HP, & 3 ½ HP, Associated part number DVB	12	1.9"	5/8"	65.00
GR04	Associated mag idler, 2 bolt mag, 7/16" face	12	1.9"	5/8"	65.00
GR05	Associated 4 bolt mag gear, 4 HP, Associated part # BUE	24	3 ¼"	5/8"	55.00
GR08	Associated 4 bolt mag gear, 6 & 8 HP, Associated part # BUF	28	3 ¾"	5/8"	65.00
GR06	Associated mag idler, 4 bolt mag, 4, 6, 8 HP, Associated part # DUZ	10	2"	5/8"	65.00
GR07	Associated , mag, Johnny Boy 1 ½ HP, Associated part # DVC	20	2.2"	5/8"	50.00
GR10	Fairbanks Morse , 25 tooth, short(no) hub, tapered shaft	25	2.7"	tapered	50.00
GR11	Fairbanks Morse , headless, Sumter mag	30	3.2"	3/8"	55.00
GR12	Fairbanks Morse , 3 HP, Sumter mag	35	3.7"	3/8"	55.00

GR25	Fuller & Johnson , 1 ½ HP complicated, ask!!!!	25	2.7"		call
GR20	John Deere E , 1 ½ HP, JD part # E76RT	26	2.8"	3/8"	65.00
GR21	John Deere E , 3 HP	30	3.2"	3/8"	70.00
GR22	John Deere E , 6 HP	35	3.7"	3/8"	70.00
GR30	IHC type "L" mag gear for 1 ½ HP "M", IHC part # 9679T	30	2.64"	3/8"	50.00
GR34	IHC bosch mag gear for 1 ½ HP "M"	30	2.64"	Tapered	55.00
GR31	IHC type "L" mag gear for 3 HP "M", IHC part # 9779T	36	3.16"	3/8"	55.00
GR32	IHC type "R" mag gear for 6 HP "M", IHC part # 9879T	30	3.2"	3/8"	55.00
GR33	IHC Mogul , 1 HP, mag gear , IHC part # 1879T	32	3.4	3/8"	55.00
GR35	IHC Mogul , 4 HP, mag gear *	36	3.8"	3/8"	55.00
	Sparta , 1 ½ HP & 2 HP Help me out, send me your bad gear so that it can be copied				
GR42	Sparta Economy Elkhart mag gear, 6 HP	22	3"	tapered	150.00

Magneto Bearings

These were the most popular bearings used on early mags. They are the 3-piece take-apart design. Bearings for later mags can be found under the parts listing for that mag.

Order number	Description		Price each
BRG04	Magneto bearing , type E12		35.00
BRG01	Magneto bearing , type E13		30.00
BRG05	Magneto bearing , type E14		35.00
BRG02	Magneto bearing , type E15, most popular		25.00
BRG03	Magneto bearing , type E17		25.00
BRG06	Magneto bearing , type E18		35.00

Low-Tension Coils

I currently have 2 types of coils available for low-tension engines. Both coils are an excellent scale reproduction of the coils commonly used on earlier engines. Though originally designed for models, this coil has been used with great success on engines as large as 25 HP! (This includes a very slow running early 5 HP electric lighting Otto!) The coil is a horizontal type, fabricated with 20 gauge copper wire and a laminated (individual varnished wires) transformer steel core. The windings are protected with black heat-shrink tubing. It runs well with either 6 or 12 volts. The wood is cherry with a nice varnished finish. The match of the fine wire and the laminated core allows the coil to give a high output (but not too high) with a minimum of battery current. Many of the current lower-cost coils on the market today use a solid core and heavier wire to produce the same spark. This leads to excessive drain of the battery and overheating of the coil.

Order number	Description	Price each
COIL11	Horizontal coil , small ***out of stock ***	

Ignitor Parts

I have all the parts you should need to rebuild most ignitors. I can supply machined points, or I can supply the point material in rod form. The material I supply is a high nickel-content metal called "meteor metal". It is a very close substitute for the point material used in most ignitors, especially Webster brackets. Other materials such as steel, tungsten, bronze, or the many other metals, are not suitable. Most tend to burn rather rapidly as they were not designed for this purpose (tungsten is used in high tension ignition points where the object is to have as little sparking across the points as possible. The rod is 3/16" or 1/8" diameter and is supplied by the inch. It is easily machined with SHARP steel bits and LOTS of cutting fluid.

The long Fahnstock clip is similar to what you would find on most ignitors. It is fabricated from beryllium copper and actually has the brand name "Fahnstock" stamped on it. The short clip is stamped brass and is about 1" long.

Order number	Description	Price each
PT01	Point material , 3/16" diameter, by the inch	2.00/inch
PT02	Point material , 1/8" diameter, by the inch, good for models	2.00/inch
WEB50	Fahnstock clip , long	2.00
TRM05	Fahnstock clip , short, brass	0.50

Mica Washers & Tube

These washers are made from quality mica by a leading US manufacturer. All washers are .015 thick and come in bags of a 3/4" stack. Mica tubes are made of layered mica and can either be machined or unwrapped to fit.

Teflon tube is the easiest to work with and is an excellent modern substitute for mica. It has excellent electrical and thermal properties and is what I use in all ignitor repairs (unless requested otherwise.) When boring the inside cavity, use the next size up drill (i.e. use a letter F, or a 17/64" drill for a 1/4" hole.) When cutting the tube to length, make it slightly longer than the thickness of the body. Machine a shoulder on each end and slip a few washers over the shoulder. You will need to enlarge the holes in these first few washers. Using this technique ensures a good seal and prevents carbon from collecting between the end of the tube and the first washer.

I also supply solid teflon tube. It is sold by the inch and is easily turned on a lathe. When ordering, order a piece at least an inch longer than what you need so you have something to hold on to in your lathe chuck. Bore the inside cavity first (as with the tube, use the next larger drill), machine the outside, and then part with a parting tool. If you do not have a lathe, use either teflon or mica tube.

Order number	Description	Price each
MCW01	Mica washer , 1/2" OD, 1/4" ID	3.50
MCW02	Mica washer , 5/8" OD, 5/32" ID	3.50
MCW03	Mica washer , 5/8" OD, 3/16" ID	3.50
MCW04	Mica washer , 3/4" OD, 1/4" ID	3.50
MCW05	Mica washer , 3/4" OD, 7/32" ID	3.50
MCW06	Mica washer , 3/4" OD, 5/16" ID	3.50
MCW07	Mica washer , 3/4" OD, 3/8" ID	3.50
MCW08	Mica washer , 1" OD, 3/16" ID	3.50
MCW09	Mica washer , 1" OD, 1/4" ID	3.50
MCT01	Mica tube , 3/8" OD, 1/4" ID, 1 3/4" long	3.50
MCT02	Mica tube , 5/8" OD, 1/4" ID, 1 3/4" long	3.50
TFT01	Teflon tube , 1/2" OD, 1/4" ID, 1 3/4" long	2.50
TFT02	Teflon tube , 1/2" OD, 1/4" ID, sold by the inch	1.25/inch

TFR01	Teflon rod , 1/2" OD, sold by the inch	1.00/inch
TFR02	Teflon rod , 5/8" OD, sold by the inch	1.75/inch
TFR03	Teflon rod , 3/4" OD, sold by the inch	2.50/inch

Ignitor Springs

I have LOTS of different types of ignitor springs. Those that I don't have, I can generally make or find one that is close enough. Send me either the original springs or the whole ignitor for a rebuild and I can get you what you need.

You will notice that there is a long section for FM springs. There are numerous styles of ignitors. Send me the original springs for matching or at the very least a REALLY good description. It may take a couple of attempts to get the right one. Springs for FM-Z engines should be no problem.

Order number	Description	Price each
SPR42	Aermotor , 8-cycle, ignitor tension	7.00
SPR43	Aermotor , 8-cycle, ignitor torsion	7.00
SPR44	Aermotor , 8-cycle, ignitor trip	7.00
SPR01	Associated ignitor pick	12.00
SPR02	Associated, United, or Waterloo Boy ignitor tension	7.00
SPR03	Economy, Sparta ignitor tension, 1 1/2 HP	7.00
SPR04	Economy, Sparta & Waterloo Boy ignitor tension	7.00
SPR05	Empire ignitor	11.00
SPR06	FM ignitor Torsion, type T 2-12 HP, 1910 & 1911 pattern	7.00
SPR07	FM ignitor Tension, type T 2-12 1914, type N 5-60 1914, Jack Jr.	7.00
SPR08	FM ignitor Tension, type T 2-12 HP 1910 pattern	7.00
SPR09	FM ignitor Tension, type H 2-6 HP 1910, type T 2-12 1911	7.00
SPR10	FM ignitor torsion, type N 5-60 HP 1910 & 1911 pattern	7.00
SPR11	FM ignitor Tension, type N 5-60 HP 1910 & 1911 pattern	7.00
SPR12	FM ignitor Torsion, type H 2-6 HP 1910 pattern	7.00
SPR13	FM ignitor Torsion, type H 2-6 HP 1911, type T 2-12 1914	7.00
SPR14	FM ignitor Torsion, 1 1/2 HP Z headless, 1915	7.00
SPR15	FM ignitor, 3 & 6 HP Z, 1917 pattern with 1 bolt	7.00
SPR16	FM ignitor Torsion, 1 1/2 HP Z, 1917 pattern	7.00
SPR17	FM ignitor Tension, 1 1/2 HP Z, 1917 pattern	7.00
SPR18	F & J , ignitor tension	7.00
SPR19	F & J , ignitor torsion	7.00
SPR20	Galloway ignitor tension	7.00
SPR21	IHC Famous ignitor Tension, 1 HP HC	7.00
SPR22	IHC Famous ignitor torsion, 1 HP HC	7.00
SPR23	IHC Famous ignitor tension, 2-6 HP vertical	7.00
SPR24	IHC Famous ignitor torsion, 2-6 HP vertical	7.00
SPR25	IHC Famous ignitor Tension, 4-25 HP HC	7.00
SPR26	IHC Famous ignitor Torsion, 4-25 HP HC	7.00
SPR27	IHC Famous ignitor Trip, 1 HP HC	7.00
SPR28	IHC Famous ignitor trip, 2-6 HP vert	10.00
SPR45	IHC Mogul Jr. , ignitor spring set	14.00
SPR29	IHC Mogul ignitor tension, 1-2 1/2 HP	7.00

SPR30	IHC Mogul ignitor torsion, 1- 2 1/2 HP	7.00
SPR31	IHC mag, oscillator, 4-15 HP	5.00
SPR32	IHC mag, oscillator, 10 HP M	5.00
SPR33	IHC ignitor tension, M	7.00
SPR34	IHC ignitor torsion, M	7.00
SPR35	IHC M under-strike ignitor, set	14.00
SPR39	John Deere E ignitor tension	7.00
SPR40	John Deere E ignitor torsion	7.00
SPR41	John Deere E ignitor trip	7.00
SPR36	New Holland ignitor tension	7.00
SPR37	R & V ignitor tension	7.00
SPR38	R & V ignitor torsion	7.00
SPR46	Stover , type W, ignitor	7.00

Ignitor Spring Dimensions

Order number	Overall Length	Outside Diameter	Number Of Turns	Wire Diameter	Direction	Notes
SPR01	n/a		n/a	n/a	n/a	Flat metal pick spring
SPR02	2"	.65"	8	.062"	CW	Cone-shaped
SPR03	1.4"	.65"	13	.078"	CW	Cone-shaped
SPR04	1.65"	.7"	13	.080"	CW	Cone-shaped
SPR05		1"	1			Flat metal spring
SPR06	2.4"	.875"	10	.080"	CW	Partial cone
SPR07	1"	.75"	6	.047"	CW	
SPR08	.9"	.95"	4	.062"	CW	
SPR09	1.5"	.375"	28	.033"	CW	Partial cone at one end
SPR10	1.1"	.95"	4	.062"	CCW	
SPR11	2.4"	.875"	10	.080"	CCW	Partial cone at one end
SPR12	2.1"	.75"	9.5	.080"	CCW	Cone-shaped
SPR13	1"	.93"	4	.062"	CCW	
SPR14	1.3"	.83"	7	.071"	CCW	
SPR15	1.2"	.95"	8.5	.062"	CCW	
SPR16	1.3"	.95"	8.5	.062"	CCW	
SPR17	.85"	.5"	7	.040"	CW	Cone-shaped
SPR18	1.2"	.78"	5.5	.050"	CW	
SPR19	2"	.78"	11.75	.067"	CW	Cone-shaped
SPR20	1.8"	.7"	11.5	.062"	CW	Cone-shaped
SPR21	1.1"	.6"	7.5	.054"	CW	
SPR22	1.1"	.6"	12.75	.042"	CCW	
SPR23	1.9"	.85"	9.25	.062"	CCW	
SPR24	1.6"	.85"	11	.062"	CW	

Assorted Hardware

Thumb nuts are great for coils, ignitors, and other electrical connections. The sparkplug thumb nuts are excellent reproductions of the originals. Brass balls are used as check ball and have a great resistance to gasoline and other petroleum based products.

The asphaltic looming is used to bundle wires together when making harnesses. It is very similar to what was used as original equipment on early cars, trucks, and tractors.

Order number	Description	Price each
HDWR008	Thumb nut , brass, 4x40	0.60
HDWR001	Thumb nut , brass, 6x32	0.75
HDWR002	Thumb nut , brass, 8x32	0.80
HDWR003	Thumb nut , brass, 10x24	1.00
HDWR004	Thumb nut , brass, 10x32	1.00
HDWR005	Thumb nut , brass, 12x24	1.25
HDWR006	Thumb nut , brass, 1/4x20	2.00
HDWR007	Thumb nut , brass, 5/16x18	2.50
HDWR040	Thumb nut , spark plug, 8x32	0.75
HDWR041	Thumb nut , spark plug, 8x40	0.75
GRM01	Rubber grommet , 1/2" OD x 1/4" ID	0.30
GRM02	Rubber grommet , 5/8" OD x 1/4" ID	0.30
GRM03	Rubber grommet , 3/4" OD x 7/16" ID	0.40
GRM04	Rubber grommet , 7/8" OD x 3/8" ID	0.40
GRM05	Rubber grommet , 1" OD x 1/2" ID	0.60
AL01	Asphaltic loom , 1/4"	0.65/ft
AL02	Asphaltic loom , 3/8"	1.00/ft
AL03	Asphaltic loom , 1/2"	1.25/ft
AL04	Asphaltic loom , 5/8"	1.60/ft
AL05	Asphaltic loom , 3/4"	2.00/ft

Wire

This is quality reproduction wire. The patterns used are the same patterns that were used in early automotive wiring. This wire has been made by the same company for over 60 years. All use a cotton woven jacket over a modern wire insulation material. The copper conductor is high-grade and is easily tinned. All colored cable has a shiny lacquered finish. The black is available in a shiny and a dull finish.

A recent addition is 12 gauge solid core wire. This wire is used for battery, coil, and ignitor connections. It is fabric covered and will hold a good curl. All original wires used to connect to ignitors was solid core. My experience has found that it performs significantly better than stranded wire (makes better contact to Fahstock clips.) It is sold only by the foot. This wire is NOT for Webster mags. See the Webster section for that wire (it IS different.)

Use 7mm wire for almost all spark plug connections. 9mm is used for certain VERY early industrial stationary engines, marine engines, and early Briggs & Stratton engines. I received some 8mm from my wire supplier (by accident) and I am offering it here. If it is popular, I will continue to stock it and add a couple of colors. **For most**

applications, you should always use 7mm. Consider using 8mm for motorcycles. The clips that I supply will only work on 7mm wire.

Prices for lengths from 1 – 99 feet are per foot.

Order #	Description	1' – 10'	11' –99'	100' roll	Shipping Weight 100' roll
WIR01	9mm Sparkplug wire , black, dull lacquer finish	2.00	1.75	110.00	6.5 lbs
WIR02	9mm Sparkplug wire , orange with black & red dual cross tracers				
WIR03	9mm Sparkplug wire , yellow with black & red dual cross tracers				
WIR08	8mm Sparkplug wire , orange with black & red dual cross tracers	1.80	1.40	100.00	
WIR10	7mm Sparkplug wire , black, high-gloss	1.50	1.25	95.00	4.25 lbs
WIR11	7mm Sparkplug wire , black, dull lacquer				
WIR12	7mm Sparkplug wire , orange with black & red dual cross tracers				
WIR13	7mm Sparkplug wire , yellow with black & red dual cross tracers				
WIR14	7mm Sparkplug wire , red with black dual tracers				
WIR15	7mm Sparkplug wire , yellow with dual green cross tracers				
WIR20	#10 Primary wire , black, high-gloss	1.30	1.20	85.00	5 lbs
WIR21	#10 Primary wire , black, dull lacquer finish				
WIR22	#10 Primary wire , orange with black & red dual cross tracers				
WIR23	#10 Primary wire , yellow with black & red dual cross tracers				
WIR24	#10 Primary wire , red with black dual cross tracers				
WIR25	#10 Primary wire , yellow with dual green cross tracers				
WIR30	#12 Primary wire , black, high-gloss	1.20	1.10	65.00	3.25 lbs
WIR31	#12 Primary wire , black, dull lacquer finish				
WIR32	#12 Primary wire , orange with black & red dual cross tracers				
WIR33	#12 Primary wire , yellow with black & red dual cross tracers				
WIR34	#12 Primary wire , red with black dual cross tracers				
WIR35	#12 Primary wire , yellow with dual green cross tracers				
WIR81	#12 Solid core ignitor wire , black, dull lacquer finish	1.50/foot, all lengths			
WIR82	#12 Solid core ignitor wire , orange with black & red dual cross tracers				
WIR83	#12 Solid core ignitor wire , yellow with black & red dual cross tracers				
WIR84	#12 Solid core ignitor wire , red with black dual cross tracers				
WIR40	#14 Primary wire , black, high-gloss	1.00	.95	65.00	2.25 lbs
WIR41	#14 Primary wire , black, dull lacquer finish				
WIR42	#14 Primary wire , orange with black & red dual cross tracers				
WIR43	#14 Primary wire , yellow with black & red dual cross tracers				
WIR44	#14 Primary wire , red with black dual cross tracers				
WIR45	#14 Primary wire , yellow with dual green cross tracers				
WIR48	#14 Primary wire , red, dull lacquer finish				
WIR49	#14 Primary wire , brown, dull lacquer finish				
WIR50	#16 Primary wire , black, high-gloss	1.00	.95	65.00	1.75 lbs
WIR51	#16 Primary wire , black, dull lacquer finish				

WIR52	#16 Primary wire , orange with black & red dual cross tracers				
WIR53	#16 Primary wire , yellow with black & red dual cross tracers				
WIR54	#16 Primary wire , red with black dual cross tracers				
WIR55	#16 Primary wire , yellow with dual green cross tracers				
WIR60	#18 Primary wire , black, high-gloss				
WIR61	#18 Primary wire , black, dull lacquer finish				
WIR62	#18 Primary wire , orange with black & red dual cross tracers	.80	.70	55.00	1.25 lbs
WIR63	#18 Primary wire , yellow with black & red dual cross tracers				
WIR64	#18 Primary wire , red with black dual cross tracers				
WIR65	#18 Primary wire , yellow with dual green cross tracers				
WIR71	#20 Primary wire , black, dull lacquer finish				
WIR72	#20 Primary wire , red, dull lacquer finish	.80	.70	55.00	1.25 lbs
WIR73	#20 Primary wire , green, dull lacquer finish				

Wire Gauge Table

The following table gives approximate dimensions for the conductors and outer jackets of my reproduction wire. The number size is standard American Wire Gauge (AWG), also known as Brown & Sharp Gauge. The outer jacket dimensions are non-standard due to the cloth & varnish over-coating. The current capacity is an approximation. You may think these numbers are rather low, but keep in mind that the cotton and varnish jacket will prevent the wire from dissipating as much heat as it would if the jacket were not there. When used is a bundle, the capacity must be de-rated by a factor of .8 for bundles of 2-5, and .7 for bundles of 6 or more.

Wire Dimensions and Current Capacities							
	#10 stranded	#12 stranded	#14 stranded	#16 stranded	#18 stranded	7mm spark plug	9mm spark plug
Conductor diameter (inches)	.116	.093	.073	.059	.047		
Conductor diameter (mm)	2.946	2.369	1.854	1.499	1.194		
Conductor area (inches ²)	.0078	.0048	.0030	.0019	.0013		
Conductor area (mm ²)	5.038	3.105	1.954	1.327	0.830		
Jacket outer diameter (inches)	.200	.170	.144	.127	.113	.261	.330
Jacket outer diamter (mm)	5.08	4.32	3.66	3.23	2.87	6.5	8.5
Current rating	50 amps	38 amps	28 amps	20 amps	16 amps	N/A	N/A

* *Information Source: Alpha Wire Co.*


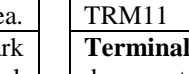

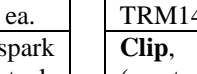








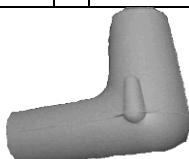
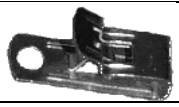
Wire Clips

Use these clips for connections to spark plugs and distributor towers. The forked and ringed brass are the most popular and are the ones I use in most mag repair for early engines and tractors (pre 1930). They are made of stamped brass, will accept 7mm wire easily (8 and 9mm too, with a little effort) and are typical of spark plug

terminals of that day. The straight, right angle, and 45 degree steel clips are more commonly used on engines from the 40's to the late 60's. Most tractors would use these.

The distributor clip, TRM14, is used on most distributors and lead-out towers. The distributor nipple is made of black neoprene rubber and fits most distributors.

The Fahnstock clip (or sometimes called battery or wire clip) is stamped brass and is made from the same dies that made them years ago. They are an excellent replacement on your coil box.

TRM01	0.75 ea.	TRM02	0.50 ea.	TRM03	0.75 ea.	TRM05	0.50 ea.
Terminal, spark plug forked, brass		Terminal, spark plug forked, steel		Terminal, spark plug, ring, brass		Terminal, spark plug, ring, steel	
							
TRM10	0.50 ea.	TRM11	0.50 ea.	TRM12	0.50 ea.	TRM14	0.40 ea.
Terminal, spark plug, straight, steel		Terminal, spark plug, 90 degree, steel		Terminal, spark plug, 45 degree, steel		Clip, distributor, brass (most common, fits most mags & dist. caps)	
							
TRM15	0.50 ea.	TRM16	0.50 ea.	TRM17	0.50 ea.		
Nipple, distributor, straight		Nipple, distributor, right angle		Nipple, coil, straight			
							
TRM23	0.50 ea.		1.00 ea.	TRM24	0.50 ea.		
Boot, plug, straight, black				Boot, plug, 90 degree, black			
							
TRM05	0.50 ea.						
Fahnstock clip, short, brass							
							

Spark plugs

Champion Spark Plug Company was founded by Albert Champion in 1904 with backing from investors. The partnership soon dissolved, and Albert was pushed out of the company, but they continued to produce plugs under his name. Albert was not done with the spark plug industry, he later went on to found AC Spark Plug Co. (AC was his initials.) Autolight Ignition Co. was originally founded by a German fellow, Otto Leight (no, not really, couldn't resist!) Champion continues to this day to produce many of the same plugs that it developed over the

company's life. Two of their earliest plugs, the X and the 3X are made and packaged exactly as they were when they were first produced.

I stock Champion and Autolite brand plugs (except the CM6 which is made by NGK). The ignition tester is a plug with a 5mm gap that is used to test for spark outside the engine. It has an alligator clip for convenient attachment to the nearest ground. Any high-tension magneto or coil should jump this gap in open air if it is to jump an .025 gap in the engine under compression. This is an EXTREMELY useful tool! Every toolbox should have one.

The Champion Y82 and NGK CM6 are good for larger models.


Order number	Description	Price each
SP22	Autolite 3095, 1/2" pipe thread	5.00
SP04	Champion W14, 7/8"	8.00
SP05	Champion W18, 7/8"	8.00
SP25	Autolite 3076, 7/8"	5.00
SP06	Champion W20, 7/8"	8.00
SP07	Champion W89D, 7/8", for diesel engines with gas start	9.50
SP08	Champion D16, 18mm	3.50
SP28	Autolite 386, 18mm	5.00
SP09	Champion D21, 18mm	3.50
SP10	Champion D23, 18mm	7.00
SP11	Champion, D89D, 7/8", for diesel engines with gas start	9.00
SP12	Champion H12, 14mm	3.50
SP13	Champion J8C, 14mm	3.50
SP14	Champion J11C, 14mm	3.50
SP15	Champion RJ12C, 14mm, for Maytag twin	3.50
SP35	Autolite AR72, 14mm, for Maytag twin	4.00
SP16	Champion CJ8, 14mm	3.50
SP18	Champion Y82, 10mm, good for larger models	9.00
SP17	NGK CM6, 10mm, good for larger models	5.00
Ignition Tools		
SP50	Gap gauge, round	2.50


Complete Engine Oilers & Oil Cups

These oilers are true engine oilers with built-in check ball and relief tube. The bodies are fully machined cast brass and are made from a genuine oiler company that has been in business for over 70 years. These are a direct replacement for most oilers and truly look as if they belong.

The oil cups are also made cast brass and are fully machined. They have a screw-on lid. Fill the cup with felt rope to absorb oil and provide a slow drip onto bearings. They are a reproduction of those found on early engines.

See the section on Model Parts for oilers and oil cups for model engines (or real small gas engines).

Order number	Description		Pipe Thread	Glass OD (inches)	Glass height (inches)	Capacity (ounces)	Price each
OLR01	Oiler, #1 1/2		1/4"	1 3/4"	1 5/8"	1 1/2 oz	68.00
OLR02	Oiler, #2		3/8"	2"	1 7/8"	2 1/2 oz	70.00

OLR03	Oiler, #3		3/8"	2 1/4"	2 1/8"	4 oz	77.00	
OLR04	Oiler, #4		3/8"	2 1/2"	2 3/8"	5 oz	82.00	
OLR05	Oiler, #5		1/2"	3"	3"	10 oz	89.00	
Machined Brass Oil Cups								
				Pipe Thread	Outside Diameter (in)		Price each	
OC22	Oil cup, #00, brass			1/8"	5/8"		25.00	
OC20	Oil cup, #0, brass			1/8"	3/4"		30.00	
OC21	Oil cup, #1, brass			1/8"	7/8"		32.00	
WCK01	Felt Rope, for use in oil cups, sold by the inch							.25/inch

Oiler Parts


All glass is borosilicate glass (**Pyrex**), absolutely NO plastic. Gaskets are neoprene and also work well as fuel filter bowl gaskets. I also have smaller glass for sight glass and for making models. Look in the **Model Parts** section for a listing.






Order number	Description			Price each
Oiler Body Glass				
		Outside Diameter (in)	Glass Height (in)	
OG002	Oiler glass, #00	1 1/8"	1"	6.50
OG003	Oiler glass, #0	1 1/4"	1 1/8"	6.50
OG004	Oiler glass, #1	1 1/2"	1 3/8"	7.50
OG005	Oiler glass, #1 1/2	1 3/4"	1 5/8"	8.00
OG006	Oiler glass, #2	2"	1 7/8"	9.50
OG007	Oiler glass, #3	2 1/4"	2 1/8"	12.50
OG008	Oiler glass, #4	2 1/2"	2 3/8"	20.00
OG009	Oiler glass, #5	3"	3"	25.00
OG010	Oiler glass, #6	3 1/2"	4"	34.00
OG011	Oiler glass, #7	4 1/4"	5"	41.00
OG012	Oiler glass, #8	5 1/2"	7"	60.00
Oiler Body Gaskets (neoprene)				
		Outside Diameter (in)	Inside Diameter (in)	
OG020	Oiler glass gasket, #000	1"	3/4"	.60
OG021	Oiler glass gasket, #00	1 1/8"	7/8"	.60
OG022	Oiler glass gasket, #0	1 1/4"	1"	.60
OG023	Oiler glass gasket, #1	1 1/2"	1 1/8"	.75
OG024	Oiler glass gasket, #1 1/2	1 3/4"	1 3/8"	.75
OG025	Oiler glass gasket, #2	2"	1 5/8"	.75
OG026	Oiler glass gasket, #3	2 1/4"	1 3/4"	1.00
OG027	Oiler glass gasket, #4	2 1/2"	2"	1.00
OG028	Oiler glass gasket, #5	3"	2 1/2"	3.00
OG029	Oiler glass gasket, #6	3 1/2"	3"	3.00
OG030	Oiler glass gasket, #7	4 1/4"	3 3/4"	3.50

OG031	Oiler glass gasket, #8	5 1/2"	5 "	5.00
Sight Glass				
		Outside Diameter (in)	Glass Height (in)	
OG040	Sight glass, 1/2 x 1/2	1/2"	1/2"	2.50
OG041	Sight glass, 1/2 x 5/8	1/2"	5/8"	2.50
OG042	Sight glass, 1/2 x 3/4	1/2"	3/4"	2.50
OG043	Sight glass, 1/2 x 7/8	1/2"	7/8"	2.50
OG044	Sight glass, 1/2 x 1	1/2"	1"	2.50
OG045	Sight glass, 5/8 x 5/8	5/8"	5/8"	2.50
OG046	Sight glass, 5/8 x 3/4	5/8"	3/4"	2.50
OG047	Sight glass, 5/8 x 7/8	5/8"	7/8"	2.50
OG048	Sight glass, 5/8 x 1	5/8"	1"	2.50
OG049	Sight glass, 3/4 x 5/8	3/4"	5/8"	2.50
OG050	Sight glass, 3/4 x 3/4	3/4"	3/4"	2.50
OG051	Sight glass, 3/4 x 7/8	3/4"	7/8"	2.50
OG052	Sight glass, 3/4 x 1	3/4"	1"	2.50
OG053	Sight glass, 7/8 x 5/8	7/8"	5/8"	2.50
OG054	Sight glass, 7/8 x 3/4	7/8"	3/4"	2.50
OG056	Sight glass, 7/8 x 7/8	7/8"	7/8"	2.50
OG055	Sight glass, 7/8 x 1	7/8"	1"	2.50
	Sight glass, 1" x ?	1"		4.00
Sight Glass Gaskets (neoprene)				
		Outside Diameter (in)	Inside Diameter (in)	
OG060	Sight glass gasket, 1/2	1/2"	1/4"	.30
OG061	Sight glass gasket, 5/8	5/8"	3/8"	.30
OG062	Sight glass gasket, 3/4	3/4"	1/2"	.30
OG063	Sight glass gasket, 7/8	7/8"	5/8"	.30
Filler Caps & Retainers				
OG070	Oiler filler cap, 5/16" with small retainer			7.00
OG071	Oiler filler cap, 3/8" with small retainer			7.25
OG072	Oiler filler cap, 7/16" with large retainer			7.50
OG073	Oiler filler cap, 1/2" with large retainer			7.75
OG074	Oiler filler cap retainer, small			1.00
OG075	Oiler filler cap retainer, large			1.00

Brass Drain Cocks & Priming Cups

Nice cast brass made by the same company that probably made them for your engine. Priming cups are suitable for head or cylinder priming cups, but not for Webster brackets (while they would physically work, they do not look the same.). Those are available in the **Webster Parts** section.

Order number	Description		Price each
DRC01	Drain cock, 1/8 ", RA, bibb, T		12.00
DRC02	Drain cock, 1/4 ", RA, bibb, T		12.00
DRC03	Drain cock, 3/8 ", RA, bibb, T		12.00

DRC04	Drain cock , 1/2", RA, bibb, T		12.00
DRC05	Drain cock , 1/8", RA, bibb, lev		12.00
DRC06	Drain cock , 1/4", RA, bibb, lev		12.00
DRC07	Drain cock , 3/8", RA, bibb, lev		12.00
DRC08	Drain cock , 1/2", RA, bibb, lev		12.00
DRC09	Drain cock , 1/8", T		10.00
DRC10	Drain cock , 1/4", T		10.00
DRC11	Drain cock , 1/8", lever		10.00
DRC12	Drain cock , 1/4", lever		10.00
PRC01	Priming cup , 1/8"		25.00
PRC02	Priming cup , 1/4"		25.00
SHO01	Shut-off , 1/8", male on one end, female on the other		12.00
SHO02	Shut-off , 1/4", male on one end, female on the other		12.00

Miscellaneous Brass Parts

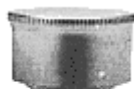
I will start to add things here over time that can be tricky to find.



Order number	Description	Price each
BRB02	Hose barb , 3/16" tube, 1/8" male PT	4.00
BRB03	Hose barb , 3/16" tube, 1/4" male PT	4.00
BRB12	Hose barb , 1/4" tube, 1/8" male PT	4.00
BRB13	Hose barb , 1/4" tube, 1/4" male PT	4.00
FT01	Brass reducing bushing , 1/4" PT x 1/8" male PT	3.00
FT22	Brass reducing bushing , 1/2" PT x 1/4" PT	4.00

Grease Cups

These grease cups are excellent replacements for lost cups on your engine. Steel cups were standard on most hit-and-miss engines. The automatic grease cups are the screw-down type and are machined cast brass. These look very nice and were commonly found on marine engines.

Order number	Description	Capacity (ounces)	Pipe Thread	Outside Diameter (inches)	Price each
GC01	Grease cup , #000, steel	1/4	1/8"	13/16"	8.00
GC02	Grease cup , #00, steel	1/2	1/8"	1"	12.00
GC03	Grease cup , #00, steel	1/2	1/4"	1"	12.00





GC05	Grease cup, #0, steel		2/3	1/4"	1 1/4"	16.00
GC06	Grease cup, #1, steel		1	1/4"	1 1/2"	17.00
GC07	Grease cup, #2, steel		2	1/4"	2"	20.00
GC08	Grease cup, #3, steel		3 - 1/2	3/8"	2 1/2"	22.00
GC40	Grease cup, #00, automatic, brass		1/3	1/8"	1"	58.00
GC41	Grease cup, #1, automatic, brass,		1 - 1/2	1/4"	1 1/2"	73.00
GC42	Grease cup, #2, automatic, brass		3	3/8"	2"	95.00

Oil Cups & Oil Wick

I stock 2 different types of oil cups, captive-ball end and flip-top (or as a friend calls them "toilet-seat") type. I currently have only 1/4" in captive-ball end.

Oil wick (or hard white felt rope) is used in the hole below the cup. Order one size smaller than the cup. Wick is sold in 2" lengths, enough for half a dozen or more cups. Longer lengths are available, please ask. ALWAYS thoroughly pre-soak the wick before installing in the hole as a dry wick will soak up any oil on the shaft. Dimensions are for the hole to press the oil cup into.

Order number	Description		Price each
OC01	Oil cup, 3/16", flip top		1.25
OC02	Oil cup, 1/4", flip top		1.25
OC03	Oil cup, 5/16", flip top		1.25
OC04	Oil cup, 3/8" flip top		1.50
OC12	Oil cup, 1/4" captive ball		1.25
WCK01	Oil wick, 1/8" diameter, 2" length		0.50
WCK02	Oil wick, 3/16" diameter, 2" length		0.50
WCK03	Oil wick, 1/4" diameter, 2" length		0.50
WCK04	Oil wick, 3/8" diameter, 2" length		1.00

Assorted Engine Gears

I have a few gears for engine crankshafts and other assorted applications. I don't intend to get a complete line of crank gears, but will add other items as they become available. They are of the same high quality as the magneto gears and should work without any trouble.

Order number	Description	Number of teeth	Outside Diameter	Shaft Diameter	Price each
GR110	Associated crank gear, Johnny Boy	20	2.2"	1 1/8"	50.00
GR111	Associated crank gear, 1 3/4, 2 1/4 HP	25	2.7"	1 3/8"	50.00
GR112	Associated crank gear, 3 HP, 3 1/2 HP	25	2.7"	1 5/8"	50.00
GR113	Associated crank gear, 4 HP	24	3.25"	1 3/4"	55.00

GR114	Associated crank gear, 6 HP *	28	3 ¾"	2 ¼"	60.00
GR115	Associated crank gear, 8 HP *	28	3 ¾"	2 ½"	60.00
GR116	Associated crank gear, 12 HP *	27	4.8"	2 ¾"	75.00
GR181	Carlisle & Finch , cam gear with cam				ask
GR180	Cushman Motor Scooter , crank, cam, & starter gear set	20/50/ 20			65.00
GR100	Domestic side-shaft gear, 1" bore, Domestic part # 314	12	2.5"	1 "	80.00
GR101	Domestic crankshaft gear, 1 ¼" shaft diameter, 1 ½ HP, Domestic part # 400	6	3.1"	1 ¼"	125.00
GR102	Domestic crankshaft gear, 1 5/8" shaft diameter, 7/16" hub, 2 & 3 HP, Domestic part # 313	6	3.1"	1 5/8"	125.00
GR103	Domestic crankshaft gear, 1 5/8" shaft diameter, 3/16" hub, die cast bearing cap, Domestic part # 313A	6	3.1"	1 5/8"	125.00
GR104	Domestic crankshaft gear, 6 HP	6	3.1"	2"	125.00
GR150	Elgin , "Half-a-Horse", crank-shaft fiber gear	19	1 29/32	¾"	65.00
GR185	Grey , 1 HP crank				50.00
GR186	Grey , 1 ½ HP crank				50.00
GR190	Hercules governor gear, 1 ½ HP – 12 HP				40.00
GR130	IHC Tom Thumb A/C & 1 HP Famous H/C crank gear	28	1 7/8"	1 1/8"	50.00
GR133	IHC Famous , 4 HP *	33	4 3/8"	1 5/8"	75.00
GR134	IHC Mogul Jr. , mag and crank gear set (Always order as a set)				100.00
GR136	IHC Mogul , mag drive gear *	48	5"	1 ¼"	75.00
GR137	IHC Mogul , 1 HP crank *	26	2.33"	1 5/16"	50.00
GR138	IHC Mogul , 1 HP cam gear *	52	4.5"	.812" x 4" shaft	75.00
	IHC Titan Jr. , made to order				Ask
	Jacobsen , helical and mag gears, inquire				Ask
GR120	R & V governor gear, 1 HP	12	1.4"	5/8" x 2.675 shaft	65.00
GR160	Simplicity , crank gear, 3 HP	20	2 ¾"	1 ½"	70.00
GR140	Waterloo Boy , crank gear, 1 ½ HP, 2 HP	25	2.7"	1 ¼"	55.00
GR141	Waterloo Boy , crank gear, 3 HP	28	3"	1 ½"	55.00
GR170	Witte , 2HP, crank gear, throttle governed	15	2.4"	1 ¼"	55.00
GR171	Witte , 2HP, headless, crank gear, throttle governed			1 ¼"	55.00

* Made to order, call for availability

Brass Check Balls & Check Valves

These are brass check balls suitable for use in fuel check valves. They have a high resistance to corrosion from fuels. The check valves are machined brass and are patterned after the valve found on Hercules engines. I may have some other styles soon.

Order number	Description	Price each
HDWR010	Brass ball, 3/32"	0.35
HDWR011	Brass ball, 1/8"	0.35
HDWR012	Brass ball, 5/32"	0.35
HDWR013	Brass ball, 3/16"	0.35
HDWR014	Brass ball, 7/32"	0.35
HDWR015	Brass ball, 1/4"	0.35
HDWR016	Brass ball, 5/16"	0.50
HDWR021	Brass ball, 11/32"	0.75
HDWR017	Brass ball, 3/8"	0.75
HDWR018	Brass ball, 7/16"	1.50
HDWR019	Brass ball, 1/2"	1.50
HDWR020	Brass ball, 5/8"	2.50
CV01	Check valve, Hercules style, vertical, 1/4' pipe thread inlet, 1/4 tubing outlet	15.00
CV02	Check valve, Hercules style, right angle, 1/4' pipe thread inlet, 1/4 tubing outlet	15.00

Engine, Tractor & Magneto Nameplates

These nameplates are etched brass or aluminum and are of the highest quality. The Wico EK tag comes with 2 rivets. I will be continually adding nameplates to this list.

Order number	Description	Brass/ Alum	Width (inches)	Height/ Length	Price each
Engine & Tractor Nameplates					
NP001	Associated oval, early engines & Pony	Br	3 3/4	1 3/4	12.50
NP002	Associated Busy Boy	Br	5 5/8	3 1/4	18.00
NP003	Associated Johnny Boy	Br	5 5/8	3 1/4	18.00
NP004	Associated Chore Boy	Br	5 3/4	3 3/8	18.00
NP005	Associated Hired Man	Br	5 3/4	3 3/8	18.00
NP006	Associated Hired Hand	Br	5 3/4	3 3/8	18.00
NP007	Associated Tired Man	Br	5 3/4	3 3/8	18.00
NP158	Associated Jerry Boy, hand car engine	Br			20.00
NP066	Briggs & Stratton , horizontal, brass, early engines	Br	2 1/4	1 1/4	10.00
NP067	Briggs & Stratton , vertical, brass, very early engines	Br	1 1/4	2 7/8	10.00
NP008	Case tractor, rectangle (alum)	Al	6 1/2	3	14.00
NP009	Case oval (alum)	Al	5 3/4	3 1/4	18.00
NP010	Case oval (brass)	Br	5 3/4	3 1/4	22.00
NP153	Case tractor, 1 line for serial # and model #	Al	3 1/4	1 1/2	12.00
NP157	Case tractor, 2 lines for serial # & model #	Al	3 1/4	1 1/2	12.00
NP011	Continental Motor	Al	3 3/4	2	10.00

NP012	Deyo	Br	4	2 ¾	12.00
NP056	Economy , improved	Br	3 5/8	1 ½	12.00
NP013	FM , 1 1/2 HP Z	Br	4	2 ¼	12.50
NP014	FM 2 HP Z	Br	4	2 ¼	12.50
NP015	FM 3 HP Z	Br	4 ½	2 5/8	14.00
NP016	FM 6 HP Z	Br	5	3	15.00
NP057	FM headless	Br	5	4	18.00
NP159	FM marine	Br	5	1	10.00
NP017	Foos Type J	Br	3	1 ½	14.00
NP018	Foos Jr.	Br	3	1 ½	14.00
NP019	Galloway (new)	Br	2 ¼	1 ¼	12.00
NP020	Galloway (old)	Br	4	2	12.00
NP021	Happy Farmer Tractor	Br	4	2 ½	30.00
NP161	Hawbolt oval	Br			20.00
NP022	Hercules (new)	Br	3 ¾	1 ¼	10.00
NP023	Hercules (old)	Br	3 ¾	1 ¼	10.00
NP024	Ideal vertical	Br	4	2 ½	10.00
NP160	Ideal power mower	Br			10.00
NP025	IHC Famous (large)	Br	6 ¼	3	18.00
NP026	IHC Famous hopper	Br	4	1 7/8	12.00
NP027	IHC Famous air	Br	4	1 7/8	12.00
NP028	IHC M timing plate	Al	5 ¼	4 ½	20.00
NP150	McCormick M timing plate	Al	5 ¼	4 ½	20.00
NP029	IHC M kerosene	Al	3 5/8	1 ¾	10.00
NP156	IHC M gasoline	Al	3 5/8	1 ¾	10.00
NP030	McCormick, M , 1 1/2 HP, gasoline	Al	3 5/8	1 ¾	10.00
NP151	McCormick, M , kerosene	Al	3 5/8	1 ¾	10.00
NP031	IHC Mogul (large)	Br	6 ¼	3	18.00
NP032	IHC Mogul (small)	Br	3 ½	1 ½	12.00
NP033	IHC Titan (large)	Br	6 ¼	3	18.00
NP034	IHC Victor	Br	6 ¼	3	15.00
NP052	IHC LA 1½ - 2½ HP	Al	3 5/8	1 3/8	12.00
NP053	IHC LA 3 – 5 HP	Al	3 5/8	1 3/8	12.00
NP054	IHC LB 1½ - 2½ HP	Al	3 5/8	1 3/8	12.00
NP055	IHC LB 3 – 5 HP	Al	3 5/8	1 3/8	12.00
NP065	Jacobsen	Br	4	2	18.00
NP050	Julien	Br	4	1 ¾	18.00
NP068	Lauson – Lawton, The Wisconsin	Br	4	1 5/8	16.00
NP058	Majestic	Br	3 ½	2 ¼	12.00
NP035	Massey-Harris (rect)	Al	4	1 ½	10.00
NP074	Maynard	Br	2 ¾	1 ½	10.00
NP036	Monitor (oval, aluminum)	Al	3 ½	1 ¾	10.00
NP059	Monitor (oval, brass)	Br	3 ½	1 ¾	12.00
NP049	Monitor/Baker (rectangle)	Br	2 ¾	1 3/8	12.00
NP069	Myrick Leader Field Force Pump	Br	3	1 ¼	14.00
NP070	Nelson Bros. Little Jumbo	Br	3	1 5/8	12.00
NP037	New Holland (brass)	Br	3 ¾	1 ½	14.00
NP154	New Holland Machinery , for implements	Al	3	1 ½	14.00
NP038	Novo (oval)	Br	5 ¼	3 3/8	18.00

NP039	Novo (rect)	Br	5 ¼	3	18.00
NP063	Novo Jr. (rect)	Br	4	2	15.00
NP071	Novo Hildreth	Br	5 3/8	3	20.00
NP072	Olds, Seager Engine Works	Br	3 3/8	3 ¼	12.00
NP170	Ottawa	Br			12.00
NP162	Pohl	Br			16.00
NP165	Reeves	Br			12.00
NP040	Rumsey	Br	2 7/8	1	18.00
NP041	Sandwich	Br	3	1 ½	12.00
NP060	Sandwich , large, 6 HP & above	Br	4	2	12.00
NP152	Sattley , oval	Al	3 7/8	2	12.00
NP163	Sattley , oval	Br			12.00
NP164	Sattley , rectangular	Br			12.00
NP166	Schmidts Chilled Cylinder	Br			18.00
NP155	Shaw garden tractor	Al	3	1 ¼	12.00
NP167	Shaw garden tractor	Br			12.00
NP061	Simplicity	Br	4	1 ¾	12.00
NP051	Sta-Rite	Br	2 ¾	1 5/8	12.00
NP042	Stover CT (rect)	Br	3 ½	1 ¾	12.00
NP043	Stover (oval), with space to stamp engine model	Br	3 ½	1 ¾	12.00
NP073	Stover K (oval)	Br	3 ½	1 ¾	12.00
NP044	Tayoga, Field Force Pump	Br	3	1 ¼	18.00
NP045	United	Br	3 ¾	1 ¾	12.00
NP046	Waterloo engine	Br	3 5/8	2 ¼	12.00
NP047	Waterloo tractor	Br	3 5/8	2 ¼	20.00
NP048	Witte (headless)	Br	4	2	12.00
NP064	Witte , throttle governed	Br	3	1 ½	12.00
NP168	York	Br			20.00
Magneto Nameplates					
NP080	Accurate R mag	Br	2	13	16.00
NP099	American Bosch , brass, for smaller mags such as the FX with wide strap	Br	1 7/8	11	15.00
NP125	American Bosch , brass, 1922 model	Br			12.00
NP086	IHC E4A mag, brass	Br			18.00
NP081	IHC L mag, alum	Al	1 ¾	12 ½	12.00
NP087	IHC L mag, brass	Br	1 ¾	12 ½	15.00
NP088	IHC R mag, alum	Al	2	13	14.00
NP089	IHC R mag, brass	Br	2	13	15.00
NP107	IHC O mag, brass	Bt			20.00
NP082	Motzinger Autosparker	Br			15.00
NP091	Sumter , 12	Br	5/8	7 ¼	10.00
NP092	Sumter , 14	Br	5/8	7 ¼	10.00
NP093	Sumter , all others	Br	5/8	8 ½	10.00
NP108	Weber , round	Br			
NP083	Webster mag, 3/4"	Br	¾		12.00
NP084	Webster mag, 1"	Br	1		12.00
NP100	Webster , "bow tie", for JY, JZ & PY mags	Br	2 1/8	1 ½	20.00
NP104	Wico , C	Al	1 3/8	5/8	8.00

NP085	Wico EK	Br	2 ¾	1 ½	8.00
NP094	Wico , oval, PR, OC, R and others	Br	3 ¼	1 ½	10.00
NP169	Wico , blank, for early oscillating mags	Br	2 ¾	1 ½	8.00
NP105	Wico , XH & XV, black lettering	Al	1 1/8	7/8	8.00
NP101	Wizzard , rectangular with slots for magnet clamp	Br	3	1 ½	15.00
NP102	Wizzard , narrow magnet strap	Br	1 ½	12	15.00
NP103	Wizzard , wide magnet strap	Br	2	12 ½	15.00
NP106	Wizzard , round, friction drive magneto	Br			20.00
Buzz Coil Nameplates					
NP095	Cushman special coil	Br	2 ¼	1	7.50
NP096	National coil	Br	1 ¾	1	7.50
NP097	New Way coil	Br	3	1 ½	7.50
Other Nameplates					
NP121	Ajax toy motor/generator	Br			6.00
NP122	Boucher toy motor/generator	Br			6.00
NP120	Lake Breeze Fan , set of two	Br			20.00
NP123	Little Hustler toy motor/generator	Br			6.00
NP098	Lucas generator	Br			7.50
NP124	Voltamp toy motor/generator	Br			6.00

Model Engine Parts

When I first started going to shows, I ended up meeting a long-time (about 15 years) engine collector who lived not too far from me. I was really just getting started in the hobby and was always lugging around the absolute maximum amount of heavy iron that I could possibly fit in a Dodge minivan. I even had helper springs in the van to offset the tremendous weight I was carrying around (no fat jokes!).

My collector friend had also started out hauling lots of heavy iron around, but found that building and displaying models was far more interesting (and a lot lighter) than carrying numerous big heavy “counter-weights” around. The models were small, light, quickly packed, and quite fascinating to watch run. After a few shows, my collector friend predicted that I would get tired of hauling around the heavy iron and switch to models. I protested, saying “It would never happen!”

Well, after a few years, I did get into models, partly because of my fascination with them, and partly because hauling parts around left little room for full sized engines. Once hooked, there was no going back! Now that I have models as a permanent part of my display, people have been asking me for model parts.

The meteor metal is for ignitor points. Cut it into slabs and silver braze onto your ignitor or machine into rivets and swage in.

Order number	Description	Thread size	Overall height	Max. diameter	Price each
Model Engine Low Tension Coils					
COIL11	Horizontal coil , small, <i>out of stock</i>				
Meteor Metal Ignitor Material					
PT01	Point material , 3/16” diameter, by the inch				2.00/inch
Glass For Model Or Small Oilers					

	1/4" OD x various lengths	2.00 ea
	5/16" OD x various lengths	2.00 ea
	3/8" OD x various lengths	2.00 ea
Model Engine Name Tags		
NP200	Associated , 1/3 scale	5.00
NP201	Associated Little Brother	5.00
NP202	Domestic , 1/2 scale, finished	10.00
NP203	Domestic , 1/2 scale, rectangle	5.00
NP204	New Holland , 1/3 scale	5.00
NP205	Novo Jr. , 1/2 scale	5.00
NP206	Olds , 1/2 scale	5.00
NP207	Olds , 1/4 scale	5.00
Model Engine Gear Sets		
MG01	Associated , 1/3 scale	30.00
MG02	Associated , Little Brother	25.00
MG03	Olds , 1/2 scale	50.00
MG04	Olds , 1/4 scale	30.00
MG05	Nanzy	25.00
MG06	New Holland , 1/3 scale	25.00
MG07	Domestic , 1/2 scale	95.00