



**HUGHES
SERVICE INFORMATION
LETTER**

LETTER NO. L-60.1*

DATE 6 April 1972

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*Supersedes Service Information
Letter No. L-60, dated
6 July 1971

TO—All owners and operators of Hughes Helicopters

SUBJECT: TIMING OF MAGNETOS AND ENGINE IGNITION SYSTEM

MODELS AFFECTED: All 269 Series Helicopters

Reference

269 Series - Basic Handbook of Maintenance Instructions, Revised 1 February 1972
269 Series - HMI Configuration Supplement C, Revised 1 February 1972

The following information is to be used in conjunction with the above referenced handbooks, when installing and timing magnetos. It is noted that the magnetos and mounting of magnetos for 269C helicopters differ slightly from 269A/A-1 and 269B helicopters. Main and retard breaker point clearance and tolerances, and the degrees angle at which points open also differ. Refer to the chart shown on Page 2. This data will be incorporated in the next scheduled revision of the 269 Series Handbook of Maintenance Instructions.

For additional information, a list of Bendix Corporation publications for installation, operation and maintenance of magnetos is provided in Table 2-6, Section 2 of the Basic HMI. Also, refer to the Lycoming Model HIO-360 Series Operators Manual.

Edward Koch, Manager
Customer Service Department
Hughes Tool Company

Helicopter Model	Bench Timing of Magnetos			Timing of Magnetos To Engine	Engine Ignition Timing
	Main Breaker "E" Gap (°)	Contact Clearance (In) Main	Retard Breaker Points (°)		
269A/A-1	10° ±4°	0.018 ±0.006	25° (+2° -0°) After main breaker points	25° before top dead center (BTDC)	At top dead center (TDC) or not beyond TDC
269B	10° ±4°	0.018 ±0.006	25° (+2° -0°) After main breaker points	25° before top dead center (BTDC)	At top dead center (TDC) or not beyond TDC
269C	15° ±2°	0.016 ±0.003	20° (+2° -0°) After main breaker points	20° before top dead center (BTDC)	At top dead center (TDC) or not beyond TDC

■ Denotes portion of text revised.