

Tecumseh HET Installation Instructions

Applicable to Tecumseh HH100 and HH120 Engines

Once the flywheel is removed reference the Wiring Diagram on reverse and perform the following operations:

- 1) Remove the stock pulse coil assembly (P/N 610760) by removing two fasteners
- 2) Remove the CDI charge/trigger assembly (P/N 610759) by removing two fasteners
- 3) Replace and tighten the left bolt to hold the front bearing plate in place
- 4) Loosen the three fasteners that hold the shroud mounting plate to the engine block
- 5) Rout the wires from the HET module behind the shroud mounting plate so they exit to the right
- 6) Using the lock washer and fastener provided, loosely mount the HET over the right CDI mounting point
- 7) While pushing the HET toward the crankshaft and clockwise, tighten the ¼ - 20 socket-head fastener
- 8) Making sure the wires are not pinched, tighten the three fasteners to secure the shroud mounting plate
- 9) Reassemble the engine, beginning with the flywheel; Be sure to torque all components to specification
- 10) Find a suitable mounting location for the Bosch Coil, within the reach of the HET wires
- 11) Connect the RED wire to the + (POS) and the BLACK to the – (NEG) terminal – make certain they are tight
- 12) Provide a solid/clean SWITCHED source of 12V to the + terminal of the coil; A separate switch is advised

Engine Timing: The HET is designed to provide years of service without the need for engine timing. The calibration is preset at 0.095” BTDC provided the mounting instructions are adhered to, however Overnight Solutions cannot be accountable for variations in magnet strength used in these systems which tend to change over time and temperature.

A margin of timing adjustment is possible, so that if a professional wants to “fine tune” timing the HET can be rotated counter-clockwise about the crankshaft for approximately 0.010” greater BTDC advance. This is only advisable if the proper tools and procedures are followed. A dial indicator inserted into the spark plug hole must be used to determine piston position as the engine is slowly turned over by hand. With the ignition on, a spark can be observed and the timing judged. NEVER leave the power on while adjusting the HET module position. Doing so will cause irreparable damage to the HET module.

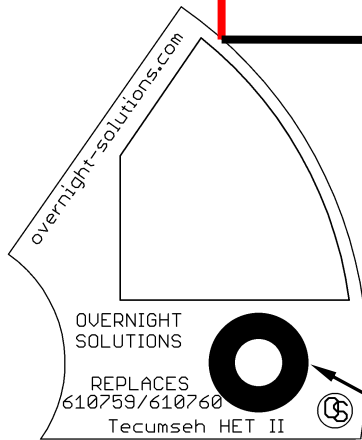
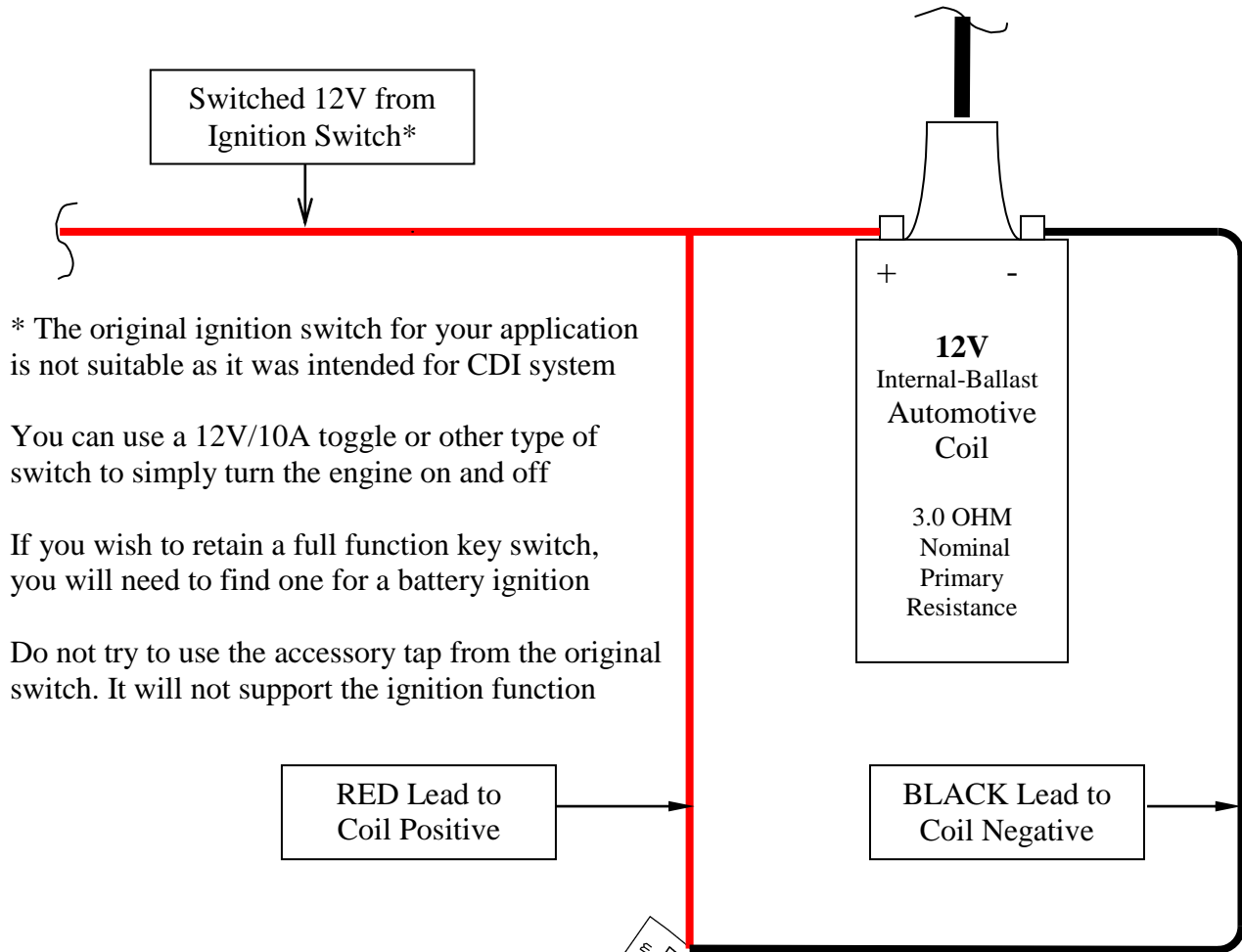
NOTICE: If you are not absolutely certain that you can perform these operations **SAFELY**, consult a professional mechanic

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HET Wiring Diagram

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CRITICAL:
The HET Trigger Module and the Engine must be GROUNDLED BEFORE the ignition is turned ON

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