

	Morris Magneto	Others
First to use on Harleys		√

HOUSING

First to make CNC billet housings	√	
Material	6061-T6511	n/d
Smooth contoured look; no coil screws	yes	no
Hand-cut brushed finish	yes	no
Line-bored top bearing location	yes	?
Field laminations posi-locked in place	yes	no way!

ROTOR

First rare-earth rotors	√	
Magnets, retention	2 full,sealed Stainless shell	4 seg. open arc w/#4-40 screws
Cam angle adjustable	yes	no
Cam material, finish	Stainless Steel, polished	mild steel, mill finish
Magnetic field layout (also see torque)	complete	broken segments
Most magnet volume	√	
Rotor shaft construction	One-piece	Two-piece
Shaft material	ground, case-hardened to 60RC	turned mild steel
Gear mount on shaft	> 5/16 press, tacked	5/16 undercut (small), pinned

ASSEMBLY – magneto head

Least torque needed to turn	√	
Less eddy-currents, runs cooler	√	
Cover gasket	neoprene, .090”	paper, .030”
Coil retention	internal; sealed	external
Orig. F-M blue-print specs accuracy	< .001”	.007”
Top bearing mount line-bored	yes	no
Bearing removal access holes	3	2 (binds)
Support mount surface flatness	<.002”	>.004”
Unique easy-adjust points feature	yes	no
Orig. F-M design contact set	yes	no
Bottom seal	double-lip	single-lip
Shaft thrust surface, various models	oilite	snap-ring

STANDARD MAGNETO MODELS (defined as needing a sufficient kick to create a spark)

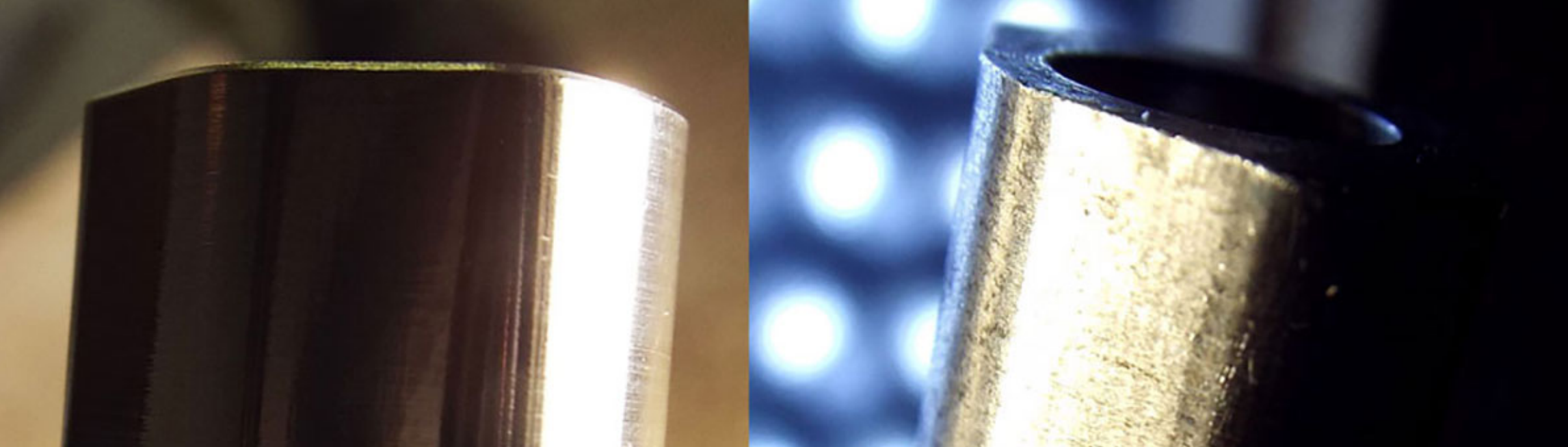
XL to ’70 & Flathd, advance mechanism	yes	no
36-’69 Big Twin, advance mechanism	yes	no
36-’69 Big Twin, drive mount seals	internal & external	none
36-’69 Big Twin, least clearance issues	√	
70-’99 Big Twin, advance mechanism	yes	yes
70 up Big Twin, first upright model	√	
70 up Big Twin dual mag (has advance)	√	
70 up BT, no adv mech, horiz “sticks out”	no	yes
Pre-Unit Triumph, w/advance mechanism	yes	no
Pre-Unit Triumph,timing slots, fits bore	Yes, -.001”	No, -.017”
Unit Triumph, ARD type mount,advance	yes	no
Unit Triumph, model that “sticks out”	no	yes
Max number of moving parts, all models	5	>20
Yamaha XS650 magneto	√	
NEW! Onboard retard-advance cap kit	√	

IMPULSE COUPLED EASY START MAGS Only available from Morris Magneto, no competitor models (note, ’70 up Big Twin ‘look-alike’ is a standard type mag).

G-5 36-’69 Big Twin	√	
Maximum clearance	√	
H-5 36-’69 Big Twin generator mount	√	
M-5 70-99 Big Twin	√	
T-5 Twin Cam	√	
oil fed gears, max. A/C clearance, more	√	
case bolts (stock H-D 10)	10	9
maximum air cleaner clearance	√	
F-5 Flathead (on XL, carb interferes)	√	

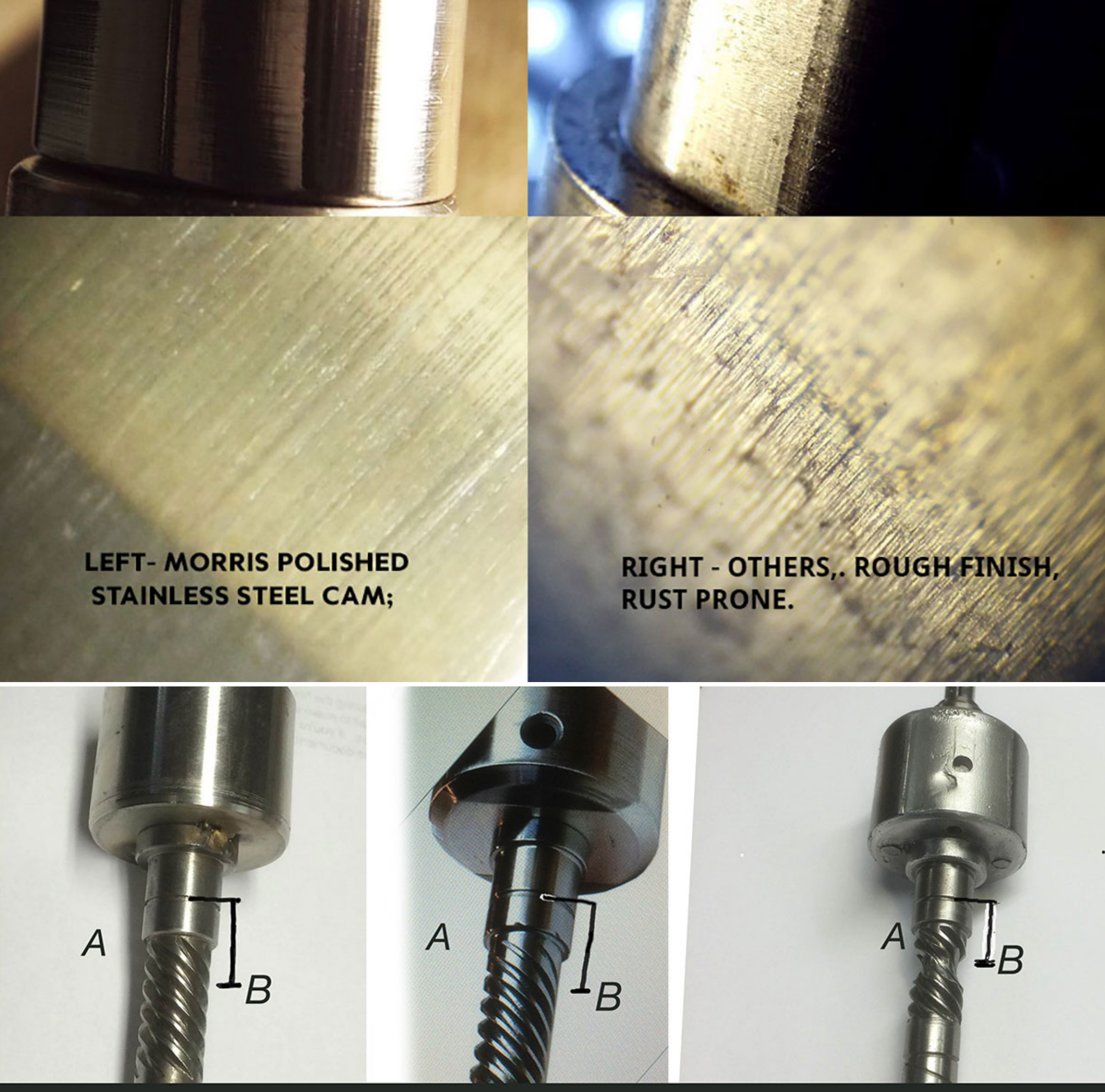
PRICING

Standard models (comparable models)	889. – 1295.	834. – 1186.
Impulse models (polished, M5 brushed)	1395. – 1649.	not available



LEFT- MORRIS POLISHED STAINLESS STEEL CAM;

RIGHT - OTHERS,. ROUGH FINISH, RUST PRONE.



Pictured above are three XLCH tach drive rotors. Morris, Hunt, F-M (toast)

A - Seal area, must be smooth
B - Gear mesh area teeth must be fully cut

Be careful what you buy!