(Late Season Fertilization cont'd.)

plied (e.g. too early) in the late-season program. Nitrogen is a key component of turfgrass fertilization programs. It has an influence on both the morphology and physiology of the turf plant. High quality turf exhibiting acceptable green color and density requires periodic applications of nitrogen. Nitrogen, however, is frequently referred to as the "TNT" of turfgrass fertilizations programs. It can be as detrimental as beneficial if it is mismanaged. Physiologically, the turf manager must maintain a good carbohydrate reserve. Proper timing and rate of application are important in successful long-term programs. Always remember: greener is not always better. A happy medium must be reached between agronomics and aesthetics.

Credit: Patch of Green Nov./Dec. '85

Add-On Electronic Ignition System ... And It's Retrofittable

Mower starting problems most likely center on the ignition breaker points. To help avoid this problem, there is now available, from Briggs & Stratton Corp., an add-on electronic ignition system that replaces points, condenser and distributor cam, where problems can occur. The new system, called Magnetron[®], produces a hotter, more reliable spark and replaces an engine's breaker points and condenser with a tiny, transistorized module.

The system can be retrofitted on virtually all of the company's engines manufactured since 1963.

The module is sealed in a plastic capsule which eliminates common problems associated with breaker point systems — dirt, water and oil that can gradually short out or corrode the ignition system. Best of all, once the unit is installed, it needs no maintenance or adjustments, which, over the life of an engine can save hours of down time.

Electrically, the Magnetron replaces old components, but physically none of the old parts need to be removed. In most cases the system can be installed in 30 to 45 minutes, according to the company.

The first step, is a test procedure to make sure the engines stop switch works properly. This insures that the engine won't start accidentally.

The tools needed to complete installation are: a screwdriver, slip joint pliers and a flywheel holder.

Initially, the blower housing must be removed. Next, the rewind mechanism must be taken off. The next task is wiring the Magnetron module to the ignition system. First, insert the armature primary wire (and stop switch wire, if needed) into the module terminal (see drawing). Next, solder the wire ends together. A spring loaded catch, incorporated in the system, holds the wire ends securely in place while you solder.

Next, twist the long module ground and armature ground together, solder the joint, cut off the shorter end with a wire cutter or scissors. These wires should be glued to the coil with Permatex #2 sealer to protect from vibration.

To test the new ignition system simply pull the starter rope, or turn ignition key.

A detailed instruction sheet is provided in the Magnetron kit. For more information, contact the Briggs & Stratton Corporation, P. O. Box 702, Milwaukee, WI 53201.

Credit: Divot News 7/84

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