

Date: October 29, 2011

Service Bulletin # # GSBS-03

To: All Owners of Gilson Pre 1981 B&S powered Units

Subject: Ignition Breakdown

Machine Style: All models

It is not uncommon for a snowblower to retain its original factory breaker point ignition system for many decades. Eventually corrosion and condenser aging will make the system unstable and may cut-out when hot or under load even though it starts well. The engine may start OK but under the heat of use it cuts out.

You have several options in rejuvenating your ignition system. Odds are the coil, lead wire and boot are all perfectly good. You can replace the points with a conventional set of breaker points which will require a clutch and flywheel tools. Having [the correct manual](#) is important.

The alternative is to upgrade the engine to a solid state ignition control module. This can be done without disturbing the flywheel and is a DIY mechanics dream come true. [Ignition parts can be found here](#) with the flywheel tools the [further down](#). The B&S instructions call for removing the flywheel and replacing the key. If you are good at working in small spaces the flywheel can remain mounted.

A point to note is that the Magnetron system requires considerable flywheel speed in order to display spark. The recoil must generally be used to get a good test spin.

Note that B&S engines build 1981 and onward came from the factory with the Magnetron solid state ignition system and will generally be good for life with the exception of spark plug maintenance.