

Fig. 4 ① Breaker arm slipper ② Cam

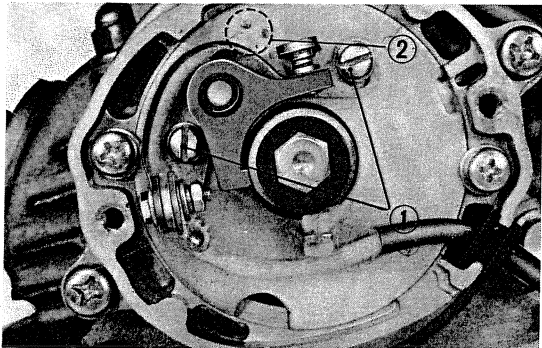


Fig. 5 ① Breaker arm retaining screws ② Adjusting position

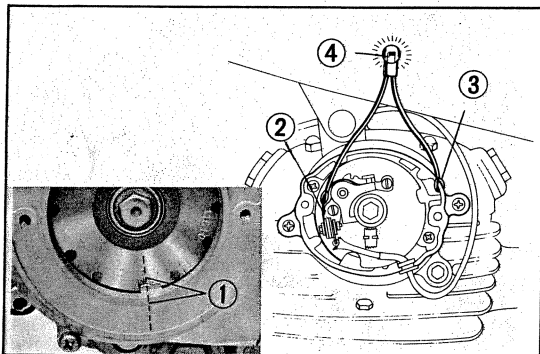


Fig. 6 ① "F" aligning mark ② Breaker arm spring
③ Ground to earth ④ Bulb

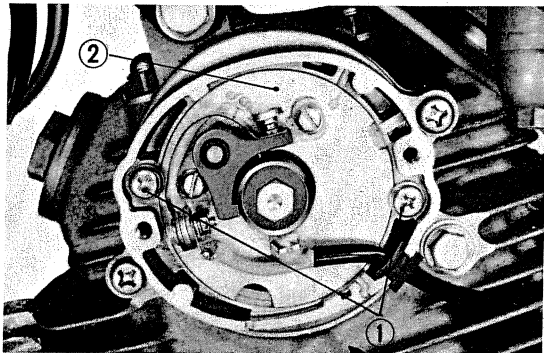


Fig. 7 ① Base plate mounting screw ② Base plate

3. BREAKER POINT AND IGNITION TIMING ADJUSTMENT

Adjust breaker point gap, before performing the ignition timing adjustment.

A. Breaker point gap

- 1) Remove the point and dynamo covers. Turn the crankshaft with the pin spanner provided as a service tool until the breaker arm slipper is on the highest point of cam lobe. (Fig. 4)
- 2) Measure point gap using a thickness gauge. The gap should be 0.3–0.4 mm (0.012–0.016 in.).
- 3) If it is necessary to make adjustment, loosen the breaker arm retaining screws, insert a screwdriver in the adjusting screw slot, and pry to adjust to the above value. Retighten the screw securely after setting is made. (Fig. 5)
- 4) Check the ignition. When the point contact surfaces are pitted or dirty, grind contacts with a point file or oil stone to remove transfer or contamination. If the metal build-up on the point is greater than 0.5 mm (0.02 in.), it should be replaced.

B. Ignition timing adjustment

- 1) Disconnect the contact breaker cord (green cord) at the connector and connect a 12V–3W lamp across the line. (Fig. 6)
- 2) Set the combination switch to "ON" position.
- 3) Turn the rotor slowly until the lamp goes out and check the position of "F" mark on the rotor against the index mark on the L. crankcase. If they are in line, the ignition timing is correct. (Fig. 6)
- 4) If ignition timing is required for adjustment, loosen two base plate mounting screws and move the base plate. Turning the base plate clockwise will retard the timing and counter clockwise will advance it. Tighten the screw after adjustment is made. (Fig. 7)