

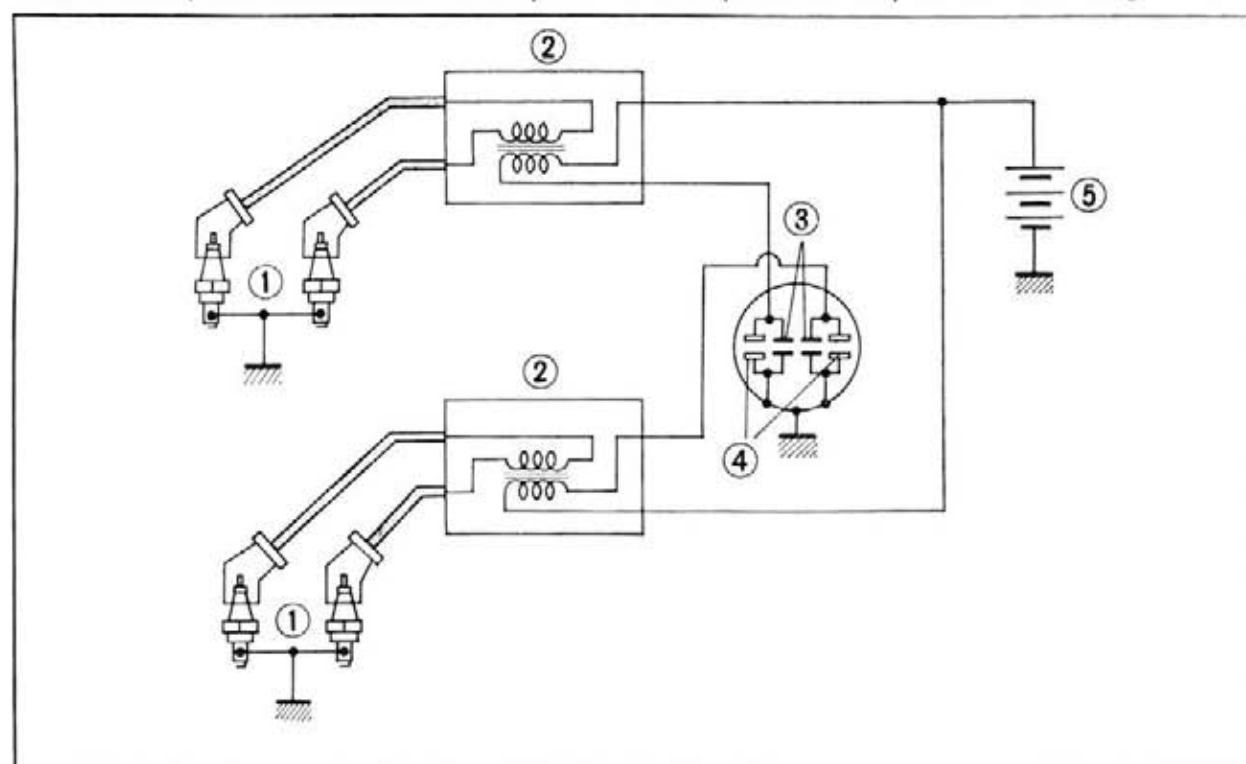
## 7-1 GENERAL DESCRIPTION

### DESCRIPTION

The ignition system consists of two ignition coils, two contact breakers, four spark plugs, an ignition switch and a battery.

The current from the battery flows through the primary winding of the ignition coil and circuit is completed by grounding through the contact breaker. There are two contact breakers which are located 180° apart.

One of the breakers furnishes the high voltage currents to spark plugs 1 and 4; the other breaker furnishes the current to plugs 2 and 3. The contact breakers ignites the spark plugs in alternate sequence to provide a firing sequence of 1, 2, 4 and 3. Since no distributor is used, the construction is simple and the system is easy to service. (Fig. 7-1)



① Spark plugs  
② Ignition coil

③ Contact breaker  
④ Condenser

⑤ Battery

Fig. 7-1

### SPECIFICATIONS

|                                      |  |
|--------------------------------------|--|
| Ignition coil make                   | Toyo Denso                               |
| Spark plug type                      |  |
| Standard                             | NGK D-8 ES                               |
| Optional                             | NGK D-7 ES, D-10E                        |
| Size                                 | 12 mm (thread diameter), 12.7 mm (reach) |
| Gap                                  | 0.024~0.028 in (0.6~0.7 mm)              |
| Contact breaker make                 | Hitachi                                  |
| Spring force                         | 1.43~1.87 lb (650~850 g)                 |
| Point gap                            | 0.012~0.016 in (0.3~0.4 mm)              |
| Condenser capacity                   | 0.24 $\mu$ F $\pm$ 10%                   |
| Condenser insulator resistance       | Over 10 M $\Omega$ (1,000 meger)         |
| Spark advancer                       |  |
| Crankshaft speed at start of advance | 1,000~1,150 rpm                          |
| Crankshaft speed at full advance     | 2,300~2,500 rpm                          |
| Advance angle                        | 35°                                      |