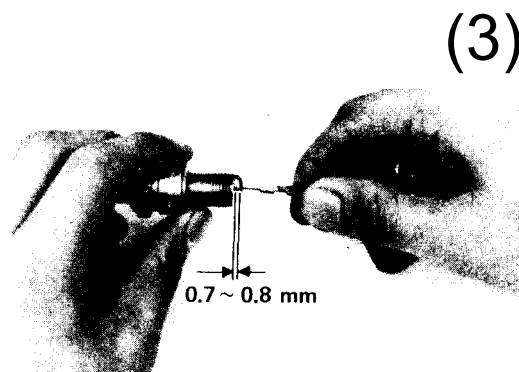


Adjustment

SPARK PLUGS

Neglecting the spark plug eventually leads to difficult starting and poor performance. If the spark plug is used for a long period, the electrodes gradually burn away and carbon builds up along the inside part. In accordance with the Periodic Maintenance Chart (Pg. 195), the plug should be removed for inspection, cleaning and to reset the gap. If the center electrode is fairly worn down, the plug should be replaced and the plug gap set to the specified gap.

- Remove the spark plugs using a spark plug wrench.
- Clean off the electrodes, and measure the gap with a wire-type thickness gauge. The gap should be 0.7~0.8 mm; if it is not, carefully bend the outer electrode, with a suitable tool to obtain the correct gap.



- Tighten the spark plugs in the cylinder head with 2.5~3.0 kg-m (18.5~22.0 ft-lbs) of torque.

NOTE: Refer to electrical maintenance section, page 181, for detailed spark plug information.

IGNITION TIMING

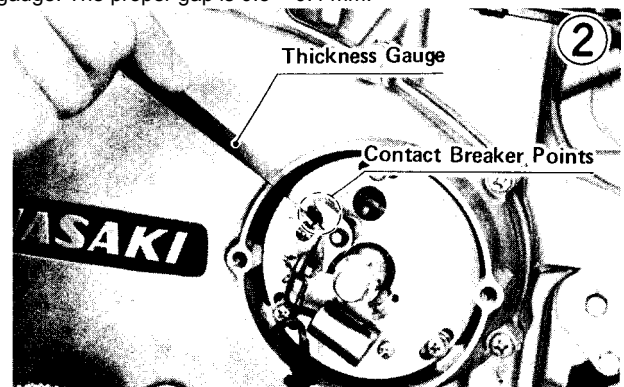
Incorrect ignition timing can cause poor performance, knocking, overheating, and serious engine damage. Periodic adjustment will be necessary to compensate for wear of parts, and the ignition timing must be checked whenever ignition related parts have been disassembled or replaced.

Correct ignition timing is achieved by first obtaining the correct contact breaker point gap (this can also be achieved by adjusting the dwell angle to the specified amount) and then changing the position of the adjusting plate. Often the first step returns the timing very close to the correct original setting. Once the timing has been adjusted, it may be checked for accuracy by the use of a strobe light.

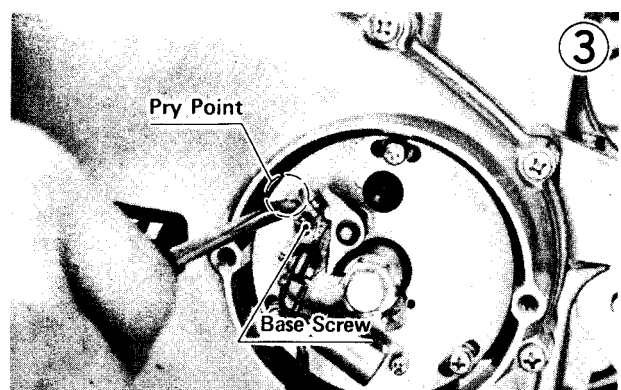
Point Gap Adjustment (using a thickness gauge):

- Remove the contact breaker cover.
- Clean the points with clean paper or cloth or using an oil-free solvent. A business card soaked in trichloroethylene can be used to remove traces of oil. To repair light damage, use emery cloth or an oilstone. If the points are badly worn down or damaged, or if the spring is weak, replace the contact breaker.

- Lubricate point cam oil felt sparingly with suitable point cam lubricant. Do not over lubricate. Replace oil felt if it is worn.
- Using a 17 mm wrench on the crankshaft, turn the engine counterclockwise until the contact breaker points are at their widest opening.
- Determine the size of the point gap with a thickness gauge. The proper gap is 0.3 ~ 0.4 mm.



- If the gap is incorrect, loosen the contact breaker base screw just enough to allow the base to move. Open the points using a slot screwdriver on the contact breaker base pry point, and insert a blade thickness of 0.35 mm between the points. Tighten the contact breaker base screw, and remove the blade. Again turn the crankshaft, and recheck the point gap.



Point Gap Adjustment (using a dwell angle tester):

The most precise means to set the point gap is to use a dwell angle tester instead of a thickness gauge. If a dwell angle tester is available, adjust the dwell angle (point gap) in the following manner.

NOTE: The dwell angle is the angular range for which the contact breaker heel is off the cam lobe. This allows the current to flow in the ignition coil primary winding.

- Remove the contact breaker cover.
- Clean the points with clean paper or cloth or using an oil-free solvent. A business card soaked in trichloroethylene can be used to remove traces of oil. To repair