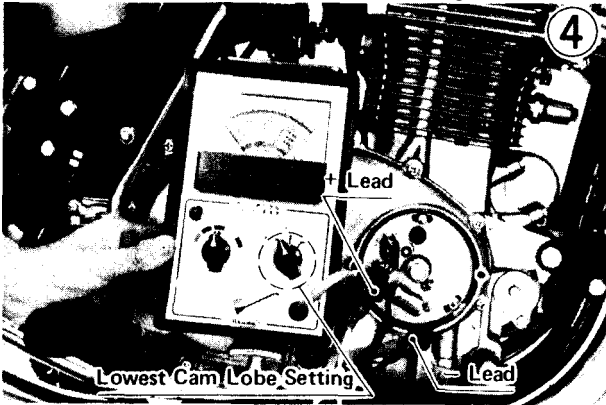


10 ADJUSTMENT

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.
- Connect the dwell angle tester (—) lead to chassis ground (such as the frame or crankcase) and the (+) lead to the contact breaker terminal.
- If the dwell angle tester is calibrated in degrees, turn the selector knob to the lowest cam lobe setting.



- Start the engine, and let it idle (below 1,050 rpm).

WARNING make sure that no tools, clothes, or meter leads ever touch the spinning crankshaft. Touching the crankshaft of a running engine could inflict an injury.

- Note the reading on the tester. The dwell angle specification is 185~195° for a tester calibrated in degrees and 51 ~54% for one calibrated in percentage. If the tester setting is for more than one cam lobe, the reading on the tester must be multiplied by the cam lobe number to obtain the true dwell angle.

Table 1 Relation between Selector Knob Setting and Meter Reading!

Selector Knob Setting	Dwell Angle Tester Reading
1 cyl.	185.0-195.0° (51.0-54.0%)
2 cyls.	92.5-97.5° (25.5-27.0%)
3 cyls.	62.5-65.0° (17.0-18.0%)
4 cyls.	46.5-49.0° (13.0-13.5%)

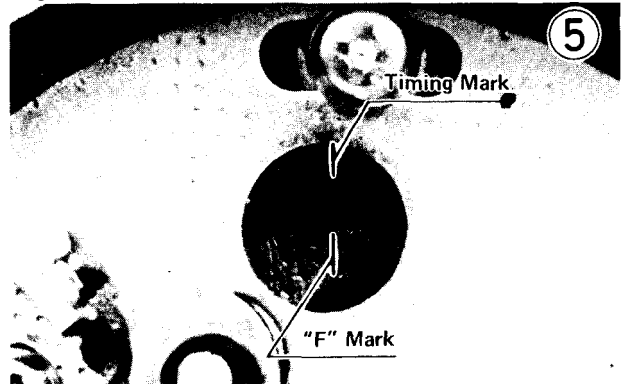
t Running the engine at idling speed.

- If the dwell angle is not the same as the specification, loosen the contact breaker base screw just enough so that a slot screwdriver at the contact breaker pry point will be able to change the gap (Fig. 3). Adjust the gap until the dwell angle specification is obtained. Tighten the screw.
- Stop the engine, disconnect the tester.

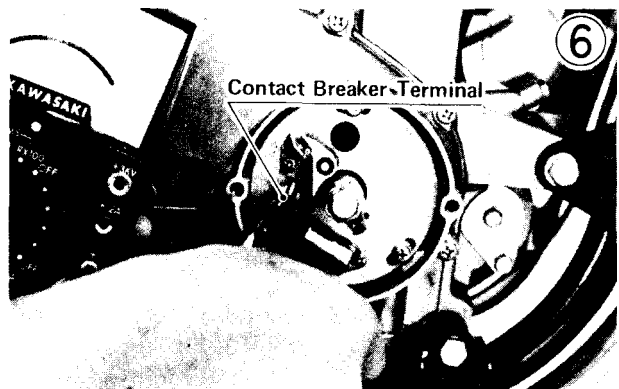
Timing Test (Static):

- With the ignition switch turned off, turn the engine stop switch to one of the "OFF" positions to make the ohmmeter flicker easier to read.

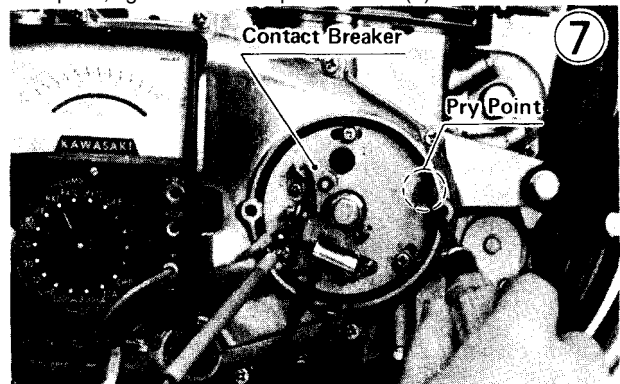
- Turn the crankshaft so that the "F" mark on the timing advancer is aligned with the timing mark as shown in Fig. 5.



- Connect an ohmmeter set to the R x 1 range across the contact breaker points by securing one lead to chassis ground (such as the crankcase), and attaching the other lead firmly on the contact breaker terminal.



- Loosen the stator plate screws (3) just enough to allow the plate to move.
- Using a screwdriver on the adjusting plate pry point, turn the plate until the contact breaker points are just at the starting to open. The ohmmeter needle starts to rise when the points just begin to open. At this point, tighten the stator plate screws (3).



- Turning the crankshaft counterclockwise, check to see if the "F" mark is aligned with the timing mark when the needle jumps. If not, readjust