

## ADJUSTMENT 11

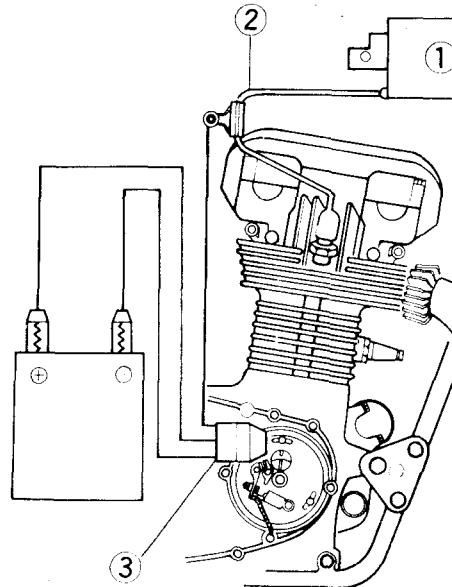
•Disconnect the ohmmeter leads, and turn the engine stop switch back to the "RUN" position.

the timing as just explained. If either low or high rpm ignition timing is correct but the other is not, examine the timing advancer mechanism (Pg. 180).

### Timing Test (Dynamic)

•Connect a strobe light in the manner prescribed by the manufacturer in order to check the ignition timing under operating conditions. One example is shown in Fig. 8.

#### Dynamic Ignition Timing Test



1. Ignition Coil
2. Spark Plug Lead
3. Strobe Light

•Start the engine, and direct the light at the timing mark. At idling speed the timing mark and the "F" mark on the timing advancer must be aligned for correct low rpm ignition timing. At 3,900 rpm or higher the timing mark and the pair of lines on the timing advancer as shown in Fig. 9 must be aligned for correct high rpm ignition timing. If both low and high rpm ignition timing are incorrect, adjust

**CAMSHAFT CHAIN**

Camshaft chain and chain guide wear cause the chain to develop slack, which will cause noise and may result in engine damage. To keep the chain from making noise, periodic adjustment is necessary in accordance with the Periodic Maintenance Chart (Pg. 195).

However, if the adjustment fails to keep the chain from making noise, the chain guides have probably worn past the service limit and will need to be replaced.

**NOTE:** The camshaft chain must be adjusted when the valve cover is in place. Adjusting the camshaft chain with the valve cover removed will result in improper adjustment.

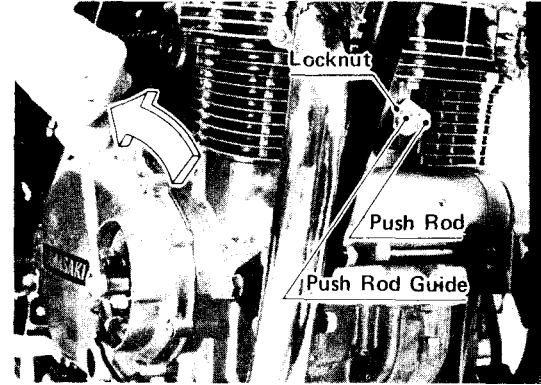
**WARNING** during camshaft chain adjustment, never touch the engine and exhaust pipes or

you may suffer burns.

To adjust the camshaft chain:

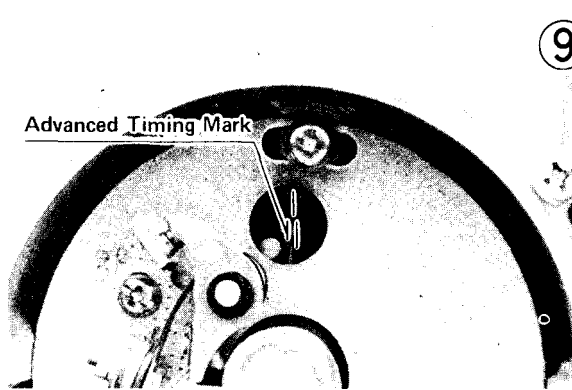
- Remove the contact breaker cover.
- Remove the chain tensioner cap and O ring.
- Turn the crankshaft counterclockwise while

watching the push rod (in the center of the push rod guide) move in and out. Continue turning the crankshaft counterclockwise until the push rod again reaches the innermost position, and then stop.

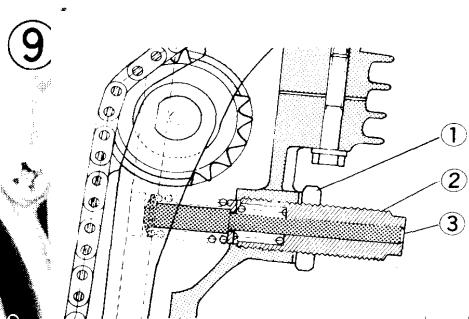


**NOTE:** Do not turn the crankshaft backwards (clockwise). Turning the crankshaft backwards may cause improper adjustment.

- Loosen the locknut, and screw in the push rod guide until the ends of the push rod guide and push rod are flush.



•Install the contact breaker cover.



11 Adjustment

1. Locknut
2. Push Rod Guide
3. Push Rod