

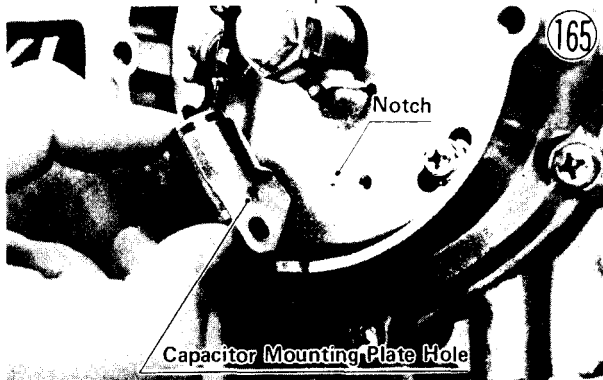
52 DISASSEMBLY CAPACITOR

Removal:

- Remove the contact breaker cover and gasket.
- Remove the capacitor screw (Fig. 163). The screw has a flat and lock washer.
- Loosen the contact breaker nut, and remove the capacitor lead to complete capacitor removal.

Installation Notes:

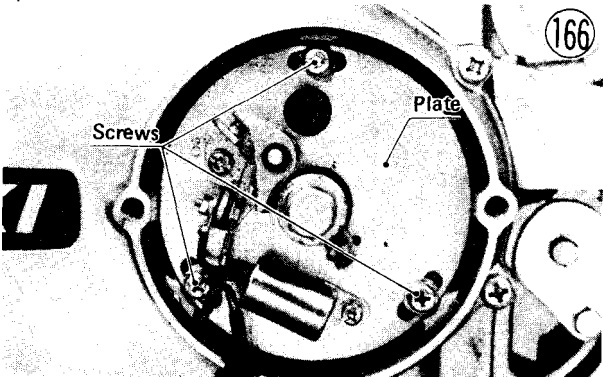
1. The sequence of installation on the contact breaker bolt is bolt, contact breaker lead, spring, large insulator, small insulator (in contact breaker hole), large insulator, capacitor lead, flat washer, lock washer, and nut (Fig. 164).
2. Match the capacitor mounting plate hole with the notch on the contact breaker plate.



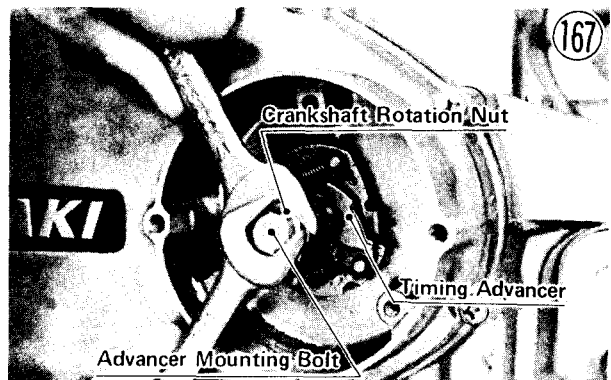
TIMING ADVANCER

Removal:

- Remove the contact breaker cover and gasket.
- Take out the contact breaker mounting plate screws, lock washers, and flat washers (3 ea), and remove the plate.

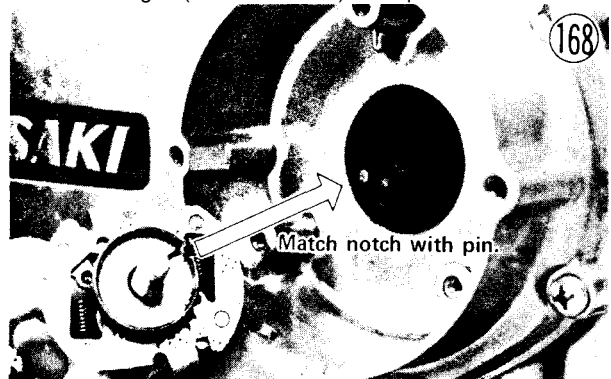


- With a 17 mm wrench on the crankshaft rotation nut to keep the shaft from turning, remove the advancer mounting bolt, and take off the rotation nut and the timing advancer.



Installation:

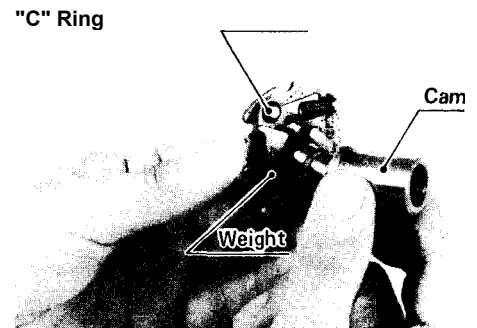
- Fit the timing advancer onto the crankshaft matching its notch with the pin in the end of the crankshaft, and install the crankshaft, rotation nut and the advancer mounting bolt. The notches in the nut fit the projections on the timing advancer. Tighten the bolt with 2.3-2.7 kg-m (16.5~19.5 ft-lbs) of torque.



- Mount the contact breaker mounting plate, and tighten its screws (3) loosely. Each screw has a lock washer and flat washer.
- Adjust the ignition timing (Pg. 9).

Disassembly:

- Pull off the cam.



- Remove the C rings (2), washers (4), and weights (2).
- Remove the thrust washer from each weight shaft.

Assembly Notes:

1. Wipe the advancer clean, and fill the groove in the advancer body with grease.