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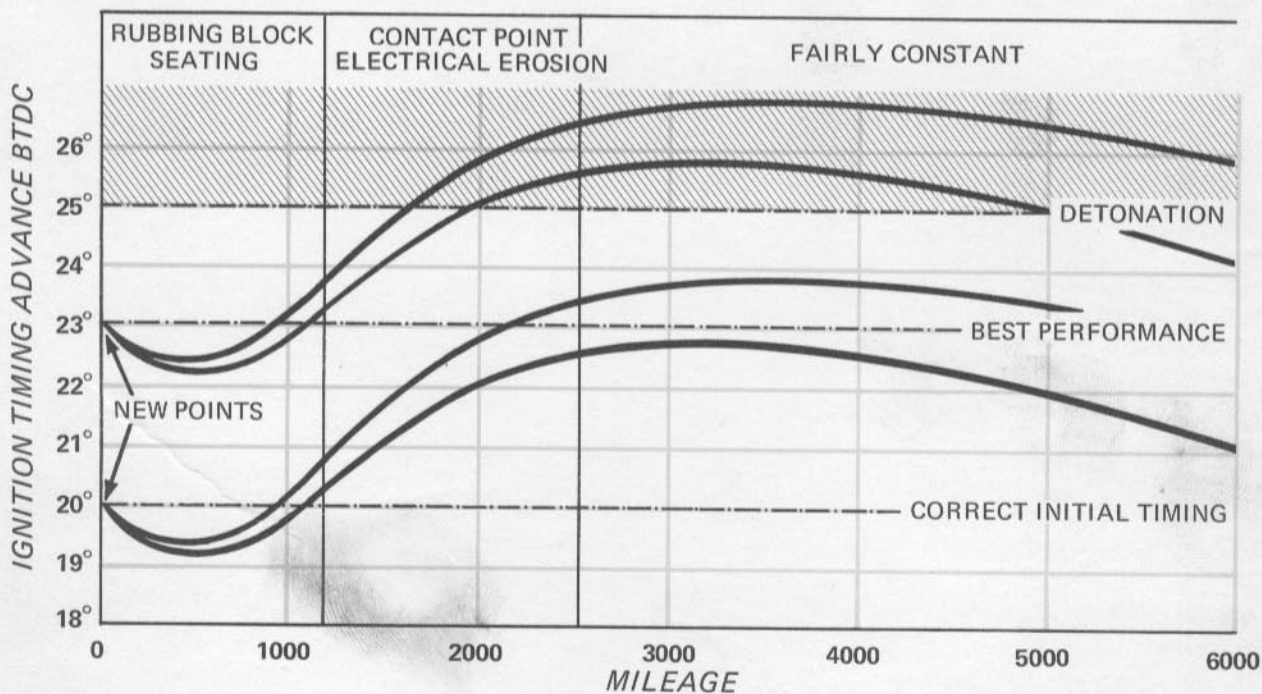
PURPOSE:

There has been some confusion concerning the proper ignition timing of the H1B. The purpose of this bulletin is to clear up this situation.

RECOMMENDATION:

Optimum ignition timing for the H1B is 23° (2.94mm) BTDC. The H1B has no ignition timing advance. The timing remains at a fixed point throughout the RPM range. However, as the graph below shows, if new points are initially set at 23° they will soon retard 1° because of rubbing block wearing-in, and then advance to more than 25° (from contact erosion) where detonation causes piston holing and severe engine damage. Since engine performance varies little from 19° to 25°, the factory recommends that new points be set at 20° BTDC (2.23mm). From this setting the timing will advance to 23° by itself in a matter of a few thousand miles. After 3000 miles, point wear levels off, so that when the points are adjusted after that time, they should be set at 23° until they are replaced.

H1-B IGNITION TIMING CHANGE OVER FIRST 6000 MILES



NOTE: If plug fouling or sluggish performance is a serious problem on a new H1B, advancing the timing to 23° right away may solve the problem, but it will be necessary to check and adjust the timing frequently during the first few thousand miles to prevent engine damage due to overadvanced timing.

WARRANTY INFORMATION:

This bulletin is for service information only, not for warranty authorization. ■