

Supplement

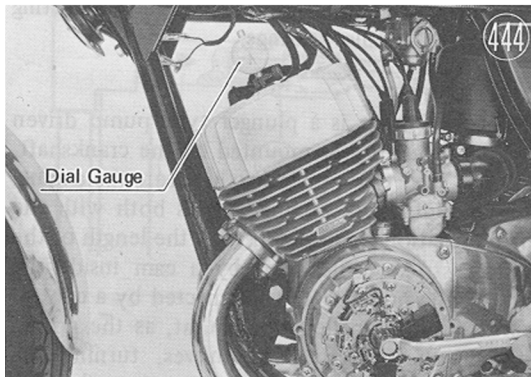
1. ENGINE : DETAILED MAINTENANCE

1) Ignition Timing Adjustment (H1-E)

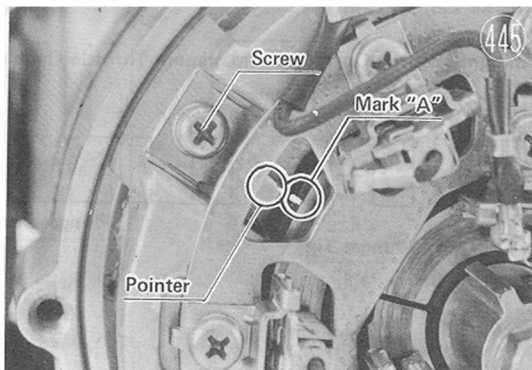
Failure to keep the ignition correctly adjusted leads to such troubles as loss of power, poor acceleration, knocking, and overheating. But with the CDI system the timing operation is electrical, rather than mechanical, so that ignition does not change as parts wear (because there are no moving parts to wear besides the carbon brushes), and once timing is set it never needs to be re-adjusted unless parts are replaced, screws should come loose, or the ignition is disassembled for some reason.

a. Adjustment procedure:

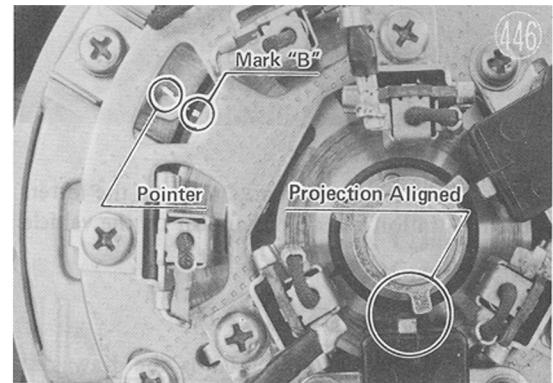
- Take out the two dynamo cover mounting screws and remove the dynamo cover and gasket.
- Remove the spark plug from the left cylinder head, and mount a dial gauge and TDC finder (special tool) in the spark plug hole.
- Use a 13 mm wrench on the SG (signal generator) rotor mounting bolt to turn the crankshaft counterclockwise, and find top dead center.



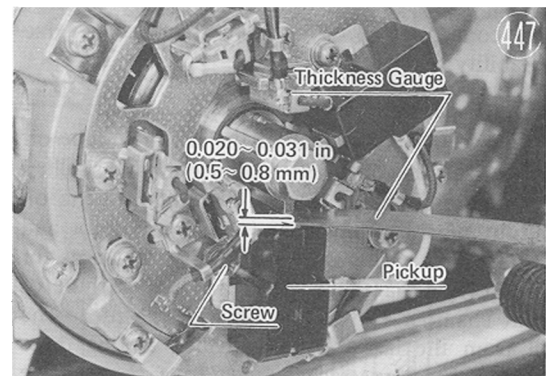
- Zero the dial gauge at TDC, and then turn the crankshaft clockwise to 23° (1.157 in, 2.94 mm) before TDC, which in terms of piston position means the piston is 0.1157 in. (2.94 mm) from TDC.
- At the 23° BTDC point, the mark (A) stamped on the end of the generator rotor should coincide



- with the pointer. If they are not aligned, loosen the pointer mounting screw, align the pointer with the mark, and then firmly tighten the screw again.
- Turn the crankshaft counterclockwise until another generator rotor mark (B) appears, and align this mark with the pointer.
- At this point the left edge of the SG rotor projection must coincide with the right edge of the pickup projection. If these do not coincide, loosen the three mounting plate screws, set a screwdriver to the pry points and align the pickup and SG rotor projections properly, and then tighten the screws well.



- Turn the SG rotor back counterclockwise a little to line up the SG rotor projection with the pickup projection so they are in a straight line, and measure the gap between them with a thickness gauge. The gap is correctly adjusted when it is 0.020 ~ 0.031 inch (0.5 ~ 0.8 mm).



- If the gap is outside this range, loosen the mounting screw on either side of the pickup, move the pickup up or down until the correct gap is obtained, and then tighten the screws again.

b. Timing check procedure:

- Remove the dial gauge and TDC finder, and screw the spark plug back in.