2. CONTACT BREAKER POINT GAP AND IGNITION TIMING

Contact Breaker Point Gap Adjustment

1. Remove the contact breaker point cover and generator cover.
2. Clean and inspect the contact breaker points. Replace if worn or badly pitted. Light pitting may be removed with an ignition point file.
3. Turn the generator rotor counterclockwise until one set of contact breaker points opens to maximum clearance.

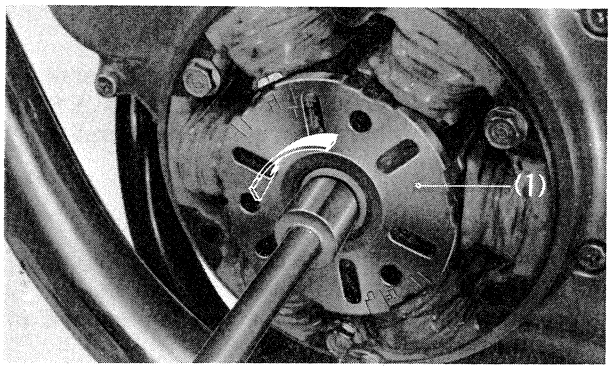

Fig. 3–4 (1) Generator rotor

4. Check contact breaker point gap with a feeler gauge. The correct gap is **0.3-0.4 mm (0.012-0.016 in.)**. If the gap is not within these limits, loosen the breaker plate locking screws and move the breaker plate to obtain the correct gap.
   Tighten the locking screws and recheck the gap.
5. Turn the generator rotor counterclockwise until the other set of contact breaker points opens to maximum clearance. Check gap and adjust if necessary.
6. Lubricate the breaker point cam with a thin film of grease.

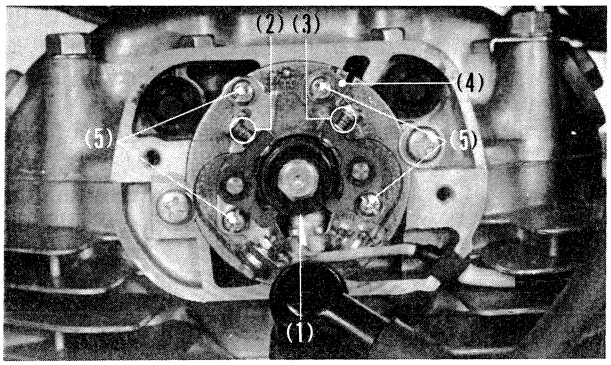

Fig. 3–5 (1) Point cam (5) Contact breaker plate locking screw
(2) L/H contact breaker point
(3) R/H contact breaker point
(4) Contact breaker plates

NOTE:
Contact breaker point gap adjustment will affect ignition timing. Ignition timing must be checked after contact breaker point gap adjustment.

Ignition Timing

Check ignition timing upon completion of the contact breaker point gap adjustment.

1. Turn the generator rotor counterclockwise until the "LF" timing mark on the rotor aligns with the index mark on the generator stator.
   If left cylinder ignition timing is correct, the left breaker points will just begin to open as these marks align.

Start of advance (at crankshaft)	1,800 rpm
Full advance (at crankshaft)	3,400 rpm
Advance angle	0–12.5

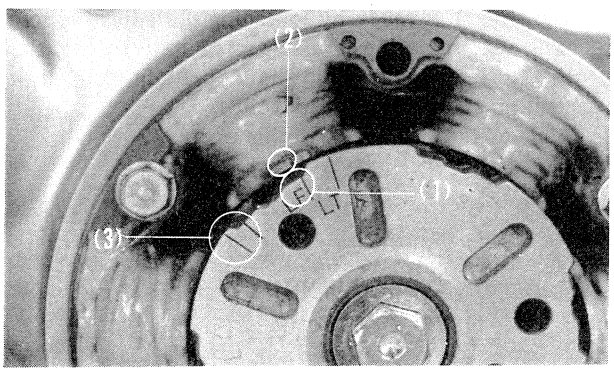

Fig. 3–6 (1) "LF" mark
(2) Index mark on stator
(3) Index marks at full advance

NOTE:
Static ignition timing may be checked with a 12V-3W continuity light. When connected as illustrated in Fig. 3-7, with the main switch in the ON position, the light will come on as the breaker points open.
Static timing is relatively accurate, but for best results a stroboscopic timing light should be used to check ignition timing in both retarded and full advanced positions.

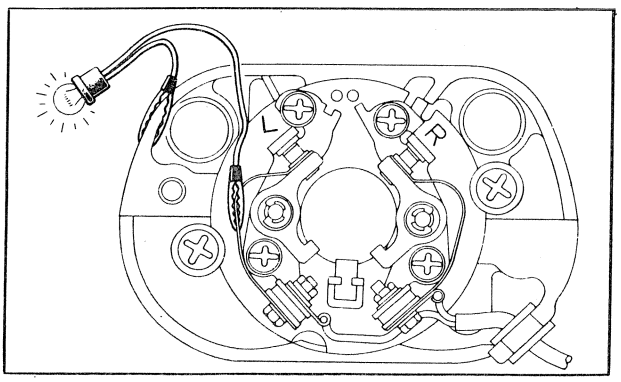

Fig. 3–7