

3. After completing inspection of section 2 adjust spark plug gap to 0.024~0.028 in (0.6~0.7 mm). The gap can be measured by a thickness gauge. The adjustment is made by bending the negative (ground) electrode (Fig. 7-12)

4. Inspect the spark plug hole threads and clean before installing plugs. Corrosion deposits can be removed with a 12 mm × 1.25 mm pitch thread tap or by using a small wire brush.

**Note :**

1. Never use an improper heat range spark plug.
2. Do not attempt to dry or remove soot from the spark plug by burning.

**d. Reassembly**

1. Install the spark plug in the reverse order of disassembly.

**Note :**

1. The spark plugs in the No. 2 and No. 3 cylinders are difficult to reach and if care is not taken during the removal and installation of these spark plugs, it is possible for the plugs to be dropped and become lodged in the cylinder head cavities. (Fig. 7-13)
2. All spark plugs must be properly torqued. Loose plug will not properly dissipate heat and become very hot, causing possibly damage to the engine.

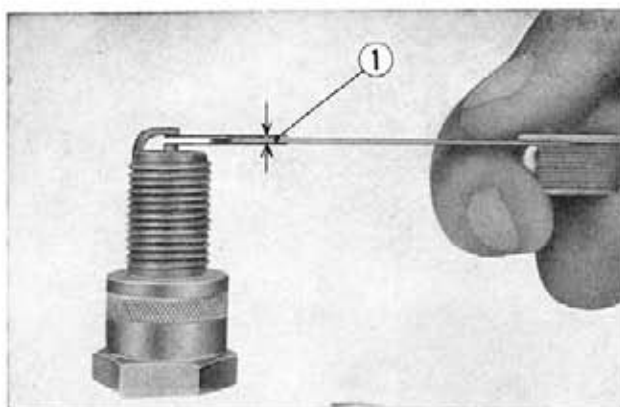


Fig. 7-12 ① Spark plug gap

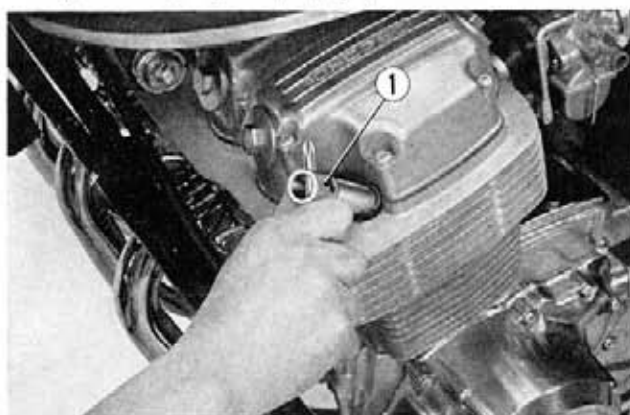


Fig. 7-13 ① Spark plug wrench

## 7-4 CONTACT BREAKER AND CONDENSER

### a. Description

The contact breaker is mounted in the compartment which is at the right end of the crankshaft and consists of a base plate, two breaker arms, fixed and movable points, primary terminal, spring and lubricating felt.

The two condensers are also located on the contact breaker base.

The purpose of the condenser is to prevent unwanted sparking across the points. (Fig. 7-14)

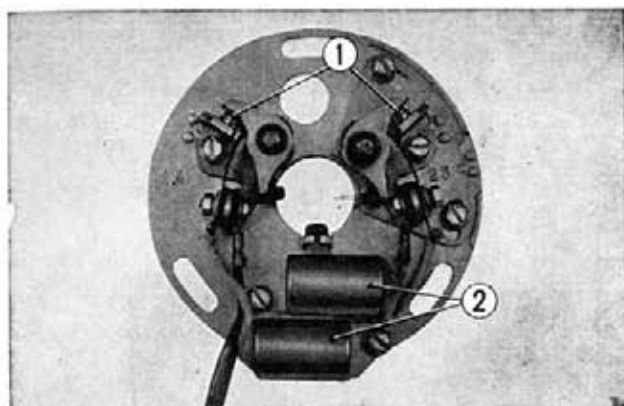


Fig. 7-14 ① Contact breaker  
② Condenser