Caution :

- **A plug which is cross-threaded into the plug hole will be hard to turn, attempt to forcibly screw in the plug will cause damage to the cylinder head.**
- **Refrain from over-torquing the spark plug as this will result in a change to the spark gap and also make it difficult to remove the plug.**
- **Do not forget to install the spark plug washer.**
- **Do not attempt to dry or remove soot from the plug by burning.**

6. Check and adjust ignition system

(1) Inspect the condition of the spark plug wiring and plug cap. Replace any wire showing signs of aging which is noted by cracks or by wear ; also replace any plug cap which is broken.

(2) Inspect in detail the wiring and connectors of other ignition components such as the ignition coil, high tension cords, breaker point contacts, and replace any items found to be defective. Tighten any loose terminals.

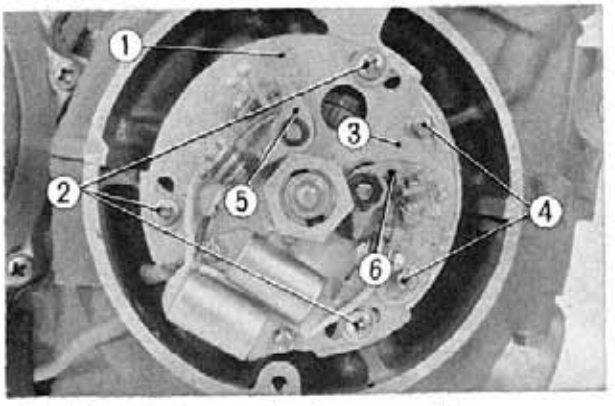

Fig. 19-8 ① Contact breaker assembly
② Base plate setting screws
③ Right base plate
④ Right base plate setting screws
⑤ 1.4 cylinder breaker points
⑥ 2.3 cylinder breaker points

(3) Inspect the breaker point contact surfaces. Remove the contact breaker point cover from the right side of the crankcase, turn the crankshaft in the clockwise direction until one set of breaker points is at maximum opening (point arm slipper resting on the peak of the cam lobe) and then check the condition of the point surfaces. The points may be further opened by a finger to enable better inspection. Do not force to open excessively, otherwise it may damage the point spring.

If the point surfaces are dirty or coated with grease, wipe off with a clean dry rag.

If the point surfaces are discolored and slightly become roughness, or pitted, use a point file to remove any metal built-up or scales and then wipe clean with a dry rag. Do not use any emery or sandpaper to clean the surfaces as the dust will become lodged between the points and cause trouble.

When the point surfaces are excessively burnt or deeply pitted, rather than dressing down the surfaces with a point file or an oil stone to obtain a smooth surface, replace the points in set. Further, a diagnosis should be conducted to determine the cause of this problem and corrected to prevent its reoccurence. (Refer to page 90)

(4) Inspect and adjust breaker point gap. Measure the point gap with a flat ended thickness gauge when the opening is at its maximum. The standard gap is **0.012~0.016 in. (0.3~0.4 mm).** If the gap is not in the limit, adjust it in accordance with the proper method. (Refer to page 90)

(5) Inspect point cam lubrication. If the cam lob oiling felt is dried supply a drop of engine oil by oil can. Do not lubricate too much or drop oil to other part of the contact breaker.

(6) Inspect and adjust ignition timing. If the timing light is available, check the ignition timing and the spark advance under engine operating condition. Ignition timing can also be checked statically by the use of the continuity timing light or by visually observing the timing marks to determine the instant when the breaker points open. Replace the contact breaker point cover and tighten screws securely. As the ignition timing will