

Ignition timing

NOTE:

Spark timing is controlled automatically by the ignitor ass'y. For this reason only the checking procedure is shown in this section.

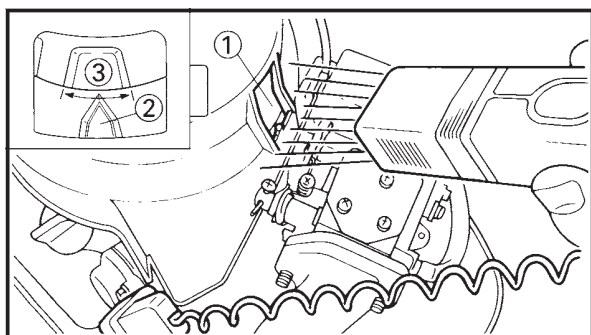
1. Set:

- Tachometer
- Timing light

To spark plug lead for cylinder.



Tachometer:
YU-08036-A/90890-06760
Timing light:
YU-33277-A/90890-03141



2. Check:

- Ignition timing
Beyond the firing range (dent on rotor) → Check the ignition system or replace ignitor ass'y.

Checking steps:

- Warm up the engine and set it at the specified speed.



Engine idling speed:
 $1,500 \pm 50$ r/min

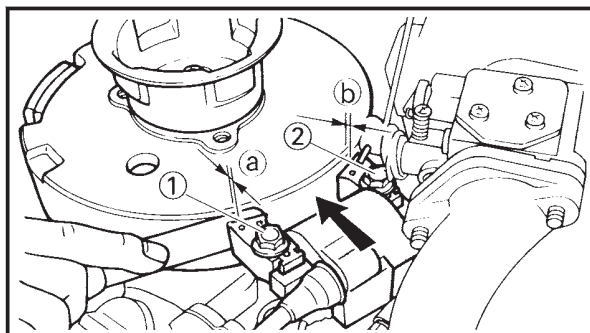
- Direct the timing light toward the fly-wheel rotor ass'y ①.
- Visually check the stationary pointer ② to verify it is within the required firing range ③ indicated on the flywheel rotor ass'y.

T.C.I. air gap adjustment

1. Remove:
 - Recoil starter ass'y
2. Measure:
 - T.C.I. air gap

Use feeler gauge as shown (away from the magnet).

Out of specification → Adjust.



T.C.I. air gap:
0.3 ~ 0.6 mm (0.012 ~ 0.024 in)

3. Adjust:
 - T.C.I. air gap

Use feeler gauge to set as shown.

Adjustment steps:

- Loosen bolt ① and ②, insert the feeler gauge 0.3 mm (0.024 in).
- Adjust the T.C.I. air gap ① and ② between core of ignitor ass'y and fly-wheel rotor ass'y by moving the ignitor ass'y push. (gap ① = gap ②)
- Keep the specified air gap by the feeler gauge and tighten both bolts.



Bolt:
8 Nm (0.8 m • kg, 5.8 ft • lb)

LOWER UNIT
Gear oil

1. Check:
 - Gear oil

Milky oil → Replace the oil seal.

Slag oil → Check the gear, bearing and dog.
2. Check:
 - Gear oil level

Level is low → Add oil to the proper level.