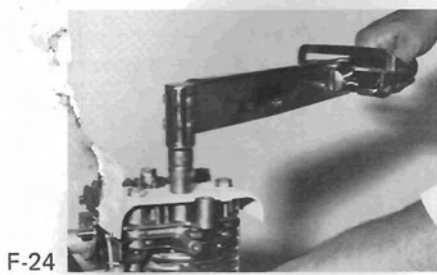


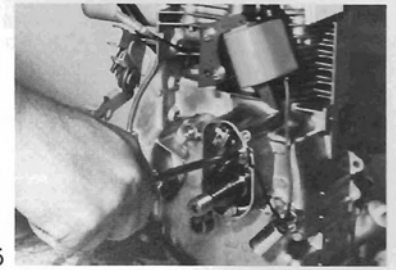
(Float model) Then position the upper stay of the fuel tank on the top, and hand-tighten the head bolts. Next, carefully tighten the bolts evenly a little at a time with a box wrench.

Finally, tighten with a torque wrench to the specified torque.

Specified torque
 FA76: 0.7 kg-m
 FA130, FA210: 2 kg-m



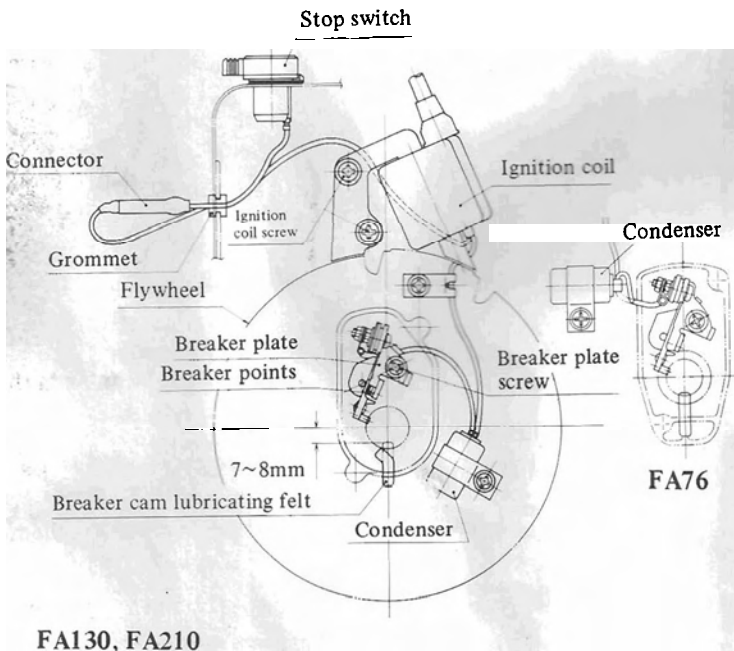
F-24



F-25

12. Flywheel (adjusting the ignition timing)

Ignition System



12-3. Fit the condenser.

- In the case of the FA76, position of the condenser is different from other models, as shown above.

Screwdrivers.

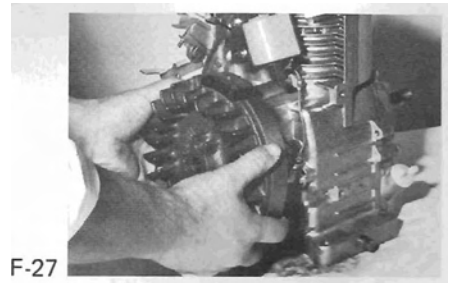


F-26

12-4. Locate the flywheel key in the crankshaft keyway.

- The flywheel will be fitted and removed several times after this, but the key should remain in the keyway.

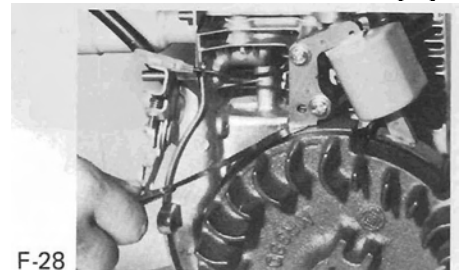
12-5. Position the flywheel on the crankshaft and finger-tighten the flywheel nut.



F-27

12-6. Move the ignition coil core slightly to adjust the gap between core and flywheel rim to 0.5 mm, using a thickness gauge to measure. Then tighten up the ignition coil.

Thickness gauge.

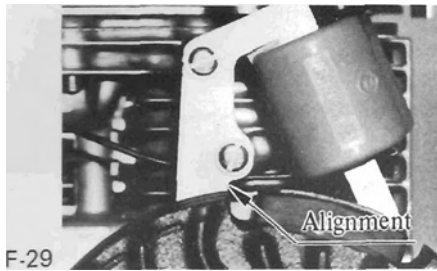


F-28

12-1. Tighten the ignition coil just enough so it can still be moved slightly.

12-2. Position the contact breaker and fasten its plate screw just enough to put a light tension on the plate.

12-7. Slowly turn the flywheel clockwise until the edge of the flywheel rim is in line with the edge of the coil core.



- The ignition timing adjustment is made so as to cause ignition at this piston position (crank angle).

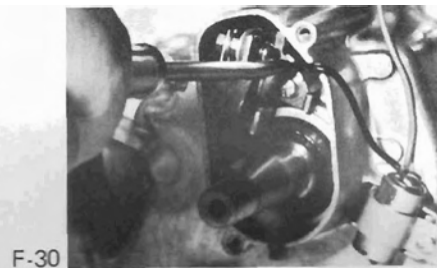
12-8. Maintaining the alignment of flywheel and core obtained in 12-7, remove the flywheel nut and pull the flywheel off.

- Take care not to rotate the flywheel when you remove it.

12-9. Move the contact breaker plate a fraction at a time, until you confirm the closed points are just about to start to open. Then tighten up the contact breaker plate screw. Ignition will take place at this instant.

- Use a tester to confirm the position at which the points are about to open.

Screwdriver. Tester.



12-10. Turn the crankshaft clockwise and use a thickness gauge to measure the widest gap the points open to. This gap should be 0.3 mm – 0.5 mm.

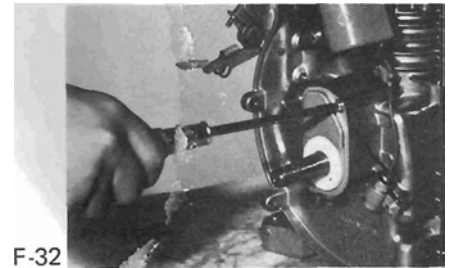
Thickness gauge.



12-11. Fit the flywheel in position again, and finger-tighten the flywheel nut as before. Then turn the flywheel slowly clockwise and check that the contact breaker points are just starting to open at that instant when the edge of the flywheel rim is in line with the edge of the ignition coil core. (Refer to F-29)

- Use a test-meter to confirm the position at which the points are about to open.
- If the timing is off, repeat steps 12-7 through 12-10.

12-12. Remove the flywheel again, then fit on the points cover.



Take care the wire is not caught or does not stick up.

12-13. Fit the flywheel, starter pulley (with screen) and washer, in that order, and tighten up the flywheel nut.

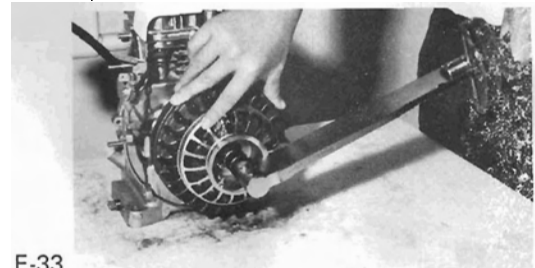
Specified torque

FA76: 3 ~ 3.5 kg-m

FA130, FA210: 6 ~ 6.5 kg-m

- Make sure that the flywheel key is properly located in the crankshaft keyway.
- Use a suitable piece of wood to brace against the flywheel vanes to stop the flywheel from turning when tightening the nut.

FA76: 17 mm box spanner. Torque wrench.
FA130, FA210: 19 mm box spanner. Torque wrench.



- The rotating screen (optimal) is included in the photo.

12-14. Screw the sparkplug into the cylinder head, and push the sparkplug cap (with cable) down onto the top of the plug.

- Position the plug cable along the cylinder head cover guide.

13. Carburetor and governor (governor adjustment)

13-1. Hook one end of the governor spring on the speed control lever and the other end on the governor arm.

