

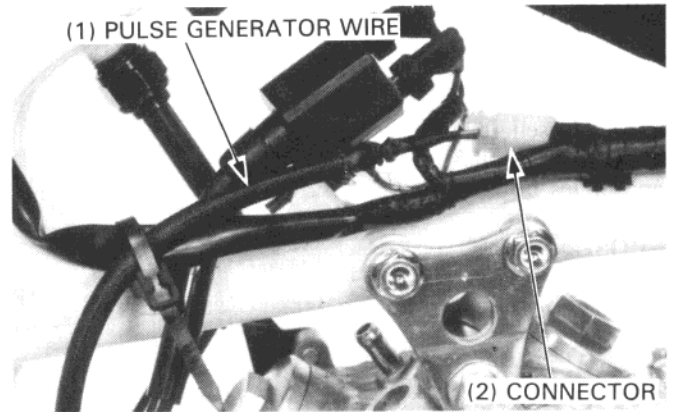
ELECTRICAL SYSTEM

PULSE GENERATOR

INSPECTION

Disconnect the pulse generator wire connector.
Measure the resistance between green/white and blue/yellow.

RESISTANCE: 360—440 Ω (20°C/68°F)



REPLACEMENT

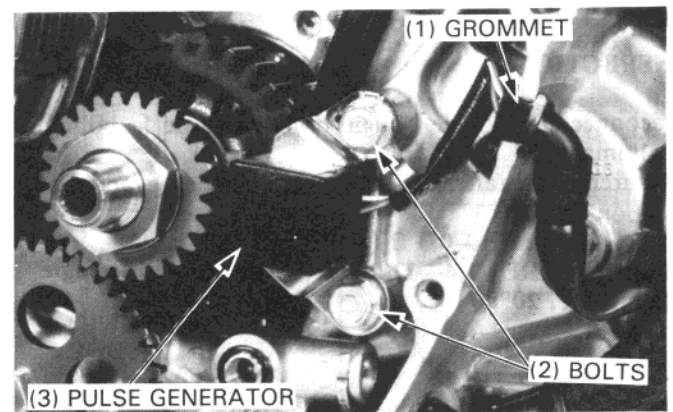
Remove the right crankcase cover (page 8-3).
Disconnect the pulse generator connector.
Remove the two bolts attaching the pulse generator, and remove the generator.

Install a new pulse generator.
Install the wire grommet in the groove of the right crankcase securely.

Turn the crankshaft clockwise and align the pulse generator rotor teeth with the pulse generator pick-up.
Make sure the air gap is correct.

AIR GAP: 0.7 mm (0.027 in)

Install the right crankcase cover (page 8-15).



IGNITION TIMING

NOTE

- The capacitor discharge ignition system is factory pre-set and cannot be adjusted. Ignition timing inspection procedures are given to inspect the function of the CDI components.

Warm up the engine and remove the timing hole cap.
Connect a timing light and tachometer.

Start the engine and allow it to idle.

IDLE SPEED: 1,300 \pm 100 min⁻¹(rpm)

The timing is normal if the "F" mark aligns with the cutout.

The cutout should be between the advance marks at 4,000 min⁻¹(rpm).

If the ignition timing is incorrect, inspect the CDI unit and pulse generator.

