(upper dead centre) and "P" (advanced ignition), another mark is on the crankcase, next to the oil filler and the hole that is closed with a rubber plug.

The advanced ignition must be timed in the following order:

Check and, if necessary, adjust the breaker point gap which must be equal to 0.4 to 0.6 mm, with the breaker contacts fully open. Connect a test lamp with a socket so that one end of its wire is attached to the low-tension terminal of the coil (the terminal to which the wire leading to the breaker is connected), and the other end, to "earth".

Such test lamp can be easily made by any amateur. It consists of a 12 V 1 cp bulb, lamp holder and two conductors provided, if possible, with two clips of the alligator type.

Turn the crankshaft in the direction of its rotation until the mark on the crankcase is made to coincide with the mark "P" on the flywheel. Bring apart the weights of the automatic device, and rotate the body of the breaker (after first slackening its fixing screws) until the test lamp comes on. This done, fix the given position of the breaker body with screws and disconnect the lamp.

In this case the ignition advance angle with respect to the crankshaft will be equal to 32 to 36° before upper dead centre.

Check the ignition advance angle after every 1000 km run of the motorcycle.

Check and, if necessary, adjust the gap between the spark dischargers in the ignition coil. This gap must be equal to 8 to 9 mm.

The springs of the breaker automatic device must not be bent or stretched as they are calibrated according to the specified parameters.

## Lubricating System

The engine lubricating system is of the combined type (using forced-feed and splash lubrication). The general lubrication diagram is presented in Fig. 10.

Oil is poured into the crankcase through the filler which is closed with plug *12* fitted with an oil dipstick. From the crankcase, the oil is sucked in through gauze filter *14* by means of a gear pump installed in the body of the front bearing. The latter is actuated from the gear which is engaged with the driving pinion of the timing gear. The oil pump is provided with two gears installed in its housing, which deliver oil into main oil line *19*. To prevent an abnormal oil pressure rise in the system, reducing valve *16* is provided in the housing of the oil pump.

If the oil system operates properly, an excessive oil pressure forces the reducing valve open and an excess of oil is allowed to flow back into the suction duct of the oil pump.

An oil pump installed on the motorcycle engine provides an access to the reducing valve without removing the front cover. The reducing valve does not need any adjustment while in service.



Downloaded from www.Manualslib.com manuals search engine