

(2) Avoid connecting or disconnecting the battery while the engine is running or any time the key is turned on. Current surges may damage semiconductor components and burn out the rectifier diodes. Running with the rectifier in this condition will cause the battery to completely discharge.

(3) Be especially careful of the wiring between the A and B ignition units. Wrong wiring, voltage leaks, partial contact only, etc., will not only reduce the capability of the units, but may cause them to break down. If the black ground wires are not properly connected, no spark will be produced.

(4) To maintain high performance, the battery and ignition coil should be replaced with standard parts only.

(5) The A and B units are cushioned with rubber to help avert damage from vibration and shock. When replacing the units, be sure to replace these shock mountings with the standard parts in the correct places. To further increase the ability of the delicate parts to withstand shock, all internal wiring and parts are held in place with epoxy, and attempts should be not made to disassemble these units. If disassembly is undertaken during the warranty period, no claim on these parts will be considered.

e. Inspection - Testing

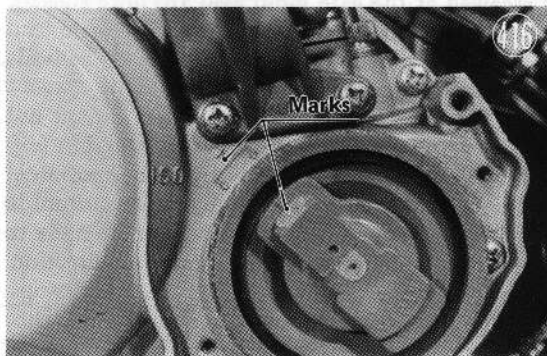
(1) Distributor

The distributor is mounted on top of the right cover as illustrated. The distributor rotor is turned by the crankshaft distributor pinion, which meshes with the gear on the distributor shaft. Only the best insulation in good condition can be used to contain the 30KV present in the distributor and high voltage cable. Therefore if the cables or distributor cap are nicked or otherwise damaged and weakened, tape, etc., will not serve as a corrective measure. The damaged part must be replaced.

Whenever the spark to only a single cylinder is weak or nonexistent, the trouble can usually be

traced to the area between the distributor and plug. Inspect the insulation minutely to determine the cause.

NOTE: When assembling the right cover, the distributor timing must be set as shown in Fig. 416. The rotor alignment mark should coincide with the timing mark, falling as close to its center possible. For more detailed timing information see page 26.



(2) Pickup coil

Touch the tester leads to the pickup coil leads at the connector and measure coil resistance. Standard resistance is 280 - 420 Ω .

Check that the gap between the pickup coil and the signal generator rotor magnets is between .016" and .024" (0.4-0.6 mm). If adjustment is required, see paragraph c.(1) of this section.

