

Setting the ignition on the NZ350

General:

It is advisable to replace the capacitor after some years of service. It is not very expensive and you can be sure that poor running of the engine is not caused by the capacitor.

Make sure that the contact breaker points show no signs of pitting. If they do, you can either true them with a small file or replace them.

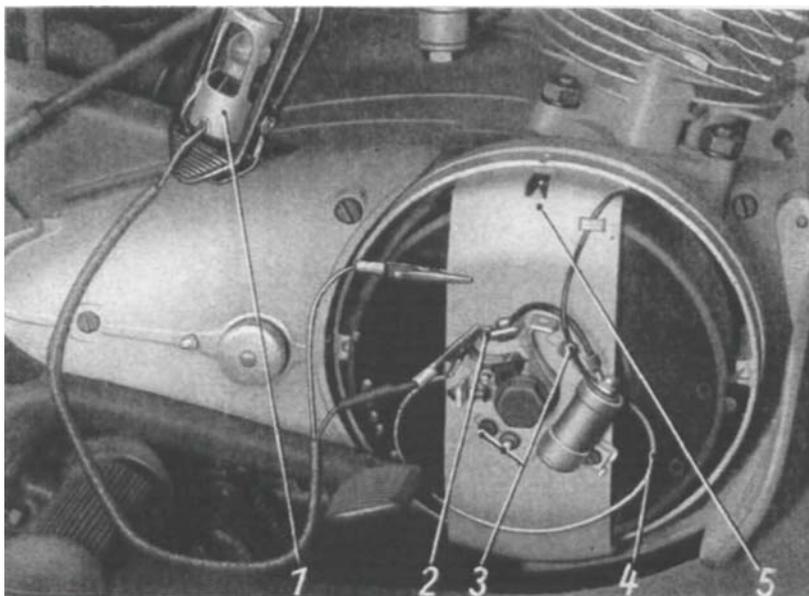
The sparkplug should be BOSCH W175 T1, the modern replacement is BOSCH W7AC alternatively CHAMPION L86C.

Important: If you have dismantled the ignition/dynamo/engine you have to make sure that the camlobe is fitted correctly! When assembling the camlobe has to be fitted in a way, that when you look at the flywheel, the timing mark on the flywheel and the camlobe are on the same side.

While you have removed the dynamo cover, you should squirt some drops of light oil on the oiling felt which lubricates the ignition camlobe.

To set the ignition proceed as following:

1. Remove sparkplug and dynamo cover.
2. Clean the contact breaker points. Turn engine over so that the contact breaker is fully open. Set the points gap to 0,4mm.
3. Make sure that the centrifugal timing weights are held in the fully extended position. A piece of wire, bended as necessary, can be helpful.
4. Connect a 6 Volts test lamp (1) to breaker terminal (2) and to ground. Turn ignition on. In case the engine is not connected to the electrical system, a continuity tester can be used in place of the lamp.
5. With a help of a 17mm socket wrench, turn the crankshaft clockwise until the marker on the flywheel (the rotor of the dynamo) corresponds with the pointer on the ignition bridge (5)



6. If the ignition is correctly set, the timing light should just start to be lit. If this is not the case, then the tightening bolts of the breaker base plate have to be released and the base plate adjusted accordingly.