



Figure 8-53: Timing mark

on the crankshaft stump a little is rotated back and forth. Meets this on the contact pair of the left cylinder cylinder (color code red), then rotate the Crankshaft on the hexagon in the rotation-direction of the engine 360 degrees around. Now you can with the setting of Contact pair for the right cylinder . begin How this is done is to Page 176 described step by step.

speed is earlier. Hence is the interrupter cam by the centrifugal, as above and right in the picture be seen against its direction of rotation device adjusted so that the contacts te open earlier. The connection between the Fliehkraftversteller and the ground-breaker plate is on the graph to 8-52 . see At the governor may and does not set be, one should however be Make sure that it clean and easy and the weights is at a standstill Monday for return to its resting position. This is not the case, which ignition occurs tion when starting too early and the kick-Starter strikes back, what u.U. to injury estimates may result. By wear the mechanism shifts the ignition time on late, which eventually not by the adjustment in the slots of the base plate cor-be correcting this. Also, the return springs the flyweights can weaken, resulting in a more advanced ignition timing

As the fuel / air mixture with a GE-certain period of time needed to burn, need ignition with increasing engine



Figure 8-54: Centrifugal grown

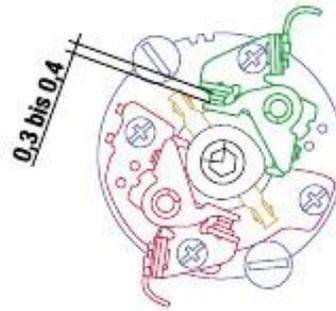


Figure 8-55: Centrifugal reduced

Setting the ignition timing

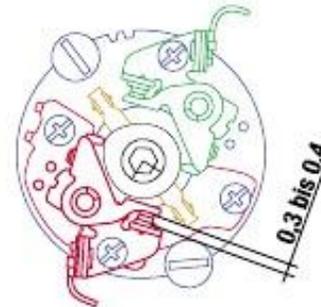
First Contact spacing for the right

Cams as long twist (at crankshaft blunt), to achieve maximum distance (highest te survey of the cam). Mounting screw and solve the fixed part of the breaker pair move in such a way that between the con- overclock a distance of 0.3 to 0.4 mm is formed. Mounting screw again.



Second Contact spacing for the left

Procedure for the left breaker pair repeat.



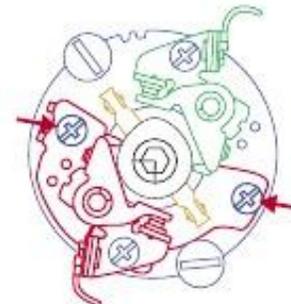
Third Setting the ignition timing right

Timing mark on the rotor by turning the Crankshaft to adjust marking on the housing. Mounting screws. Base plate as long as rotate until contact pair for the right cylinder just opened (test light or continuity tester). In this position, fixing screws . Tighten



4th Setting the ignition timing on the left

Crankshaft to nearly 360 ° in the direction of motor rotation continue to rotate. Timing mark on the rotor by Rotating the crankshaft to mark on Housing adjust. Mounting screws. Auxiliary base plate rotate until contact for some left cylinder opens straight (test lamp or continuity tester). In this position, fastening Re-tighten the mounting screws.



leads. You can check this with a stroboscope. I am assuming out that the person using the device such has, even with the different handling-trust and is therefore not go further here on the matter.

Eventually, both the Grundplatte (thread worn) and the Centrifugal-verschleiß irreparabel sein. Then you should also post-think on an electronic ignition or switch to a double cam.

Does not apply to the electronic ignition the centrifugal force amplifier and all appointing le of the contact pairs are maintenance-free encoder installed. In an eventuellen defect may be only the control box or replace the sensor as a whole. Happen this way, there are other no repair option.

For the solution with the twin cam accounts for only the second pair of contacts. This solution, like the electronic Ignition the advantage that only one con-clock must be set and some noncircular engine running and performance losses due to non-synchronous set Ignition points can be avoided. The Continue to wear contacts and Periodically, one- be identified and replaced. For best- hen but still the usual repair , turmöglichkeiten with which one move can also help.

The somewhat inexperienced wrench should te is certainly true of the electronic Ignition decide, since, if Once properly installed and adjusted, virtually maintenance free, with the Disadvantage of non-repair of existing . options

At this point, we want everyone who communicated in bringing about this book-acts have to thank.

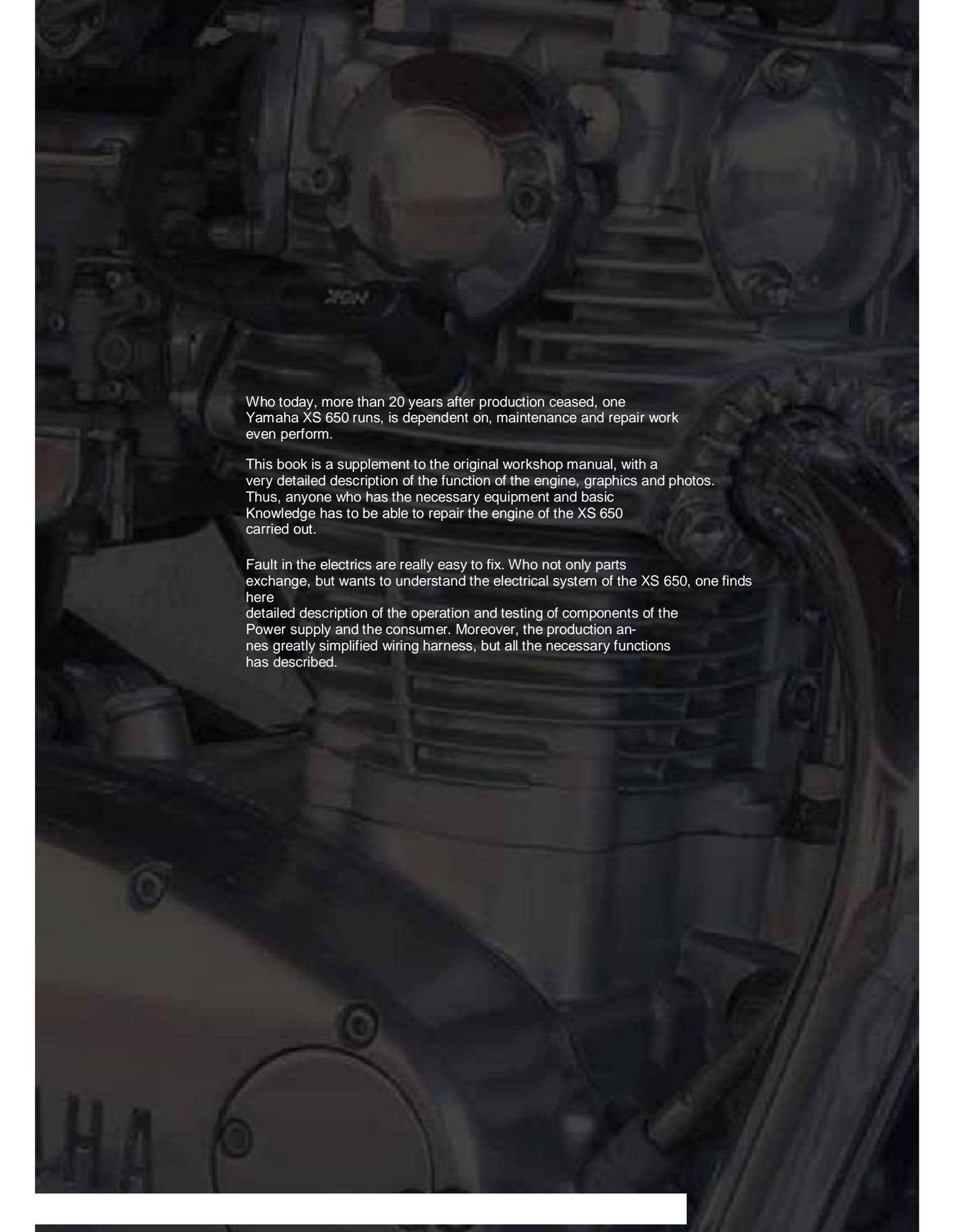
Reiner Althaus, whose workshop was divided into an engine, and the pictures in the Ka-Chapter 5 was "dismantling the engine," was added. Ulrich Löttsch, the defective Has provided parts for the Chapter 7 "Typical damage" and photos. Ste-Stephan Graf, who has contributed a section to Chapter 8 and Ursula Menzel, has edited the texts.

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Who today, more than 20 years after production ceased, one Yamaha XS 650 runs, is dependent on, maintenance and repair work even perform.

This book is a supplement to the original workshop manual, with a very detailed description of the function of the engine, graphics and photos. Thus, anyone who has the necessary equipment and basic Knowledge has to be able to repair the engine of the XS 650 carried out.

Fault in the electrics are really easy to fix. Who not only parts exchange, but wants to understand the electrical system of the XS 650, one finds here detailed description of the operation and testing of components of the Power supply and the consumer. Moreover, the production an-nes greatly simplified wiring harness, but all the necessary functions has described.