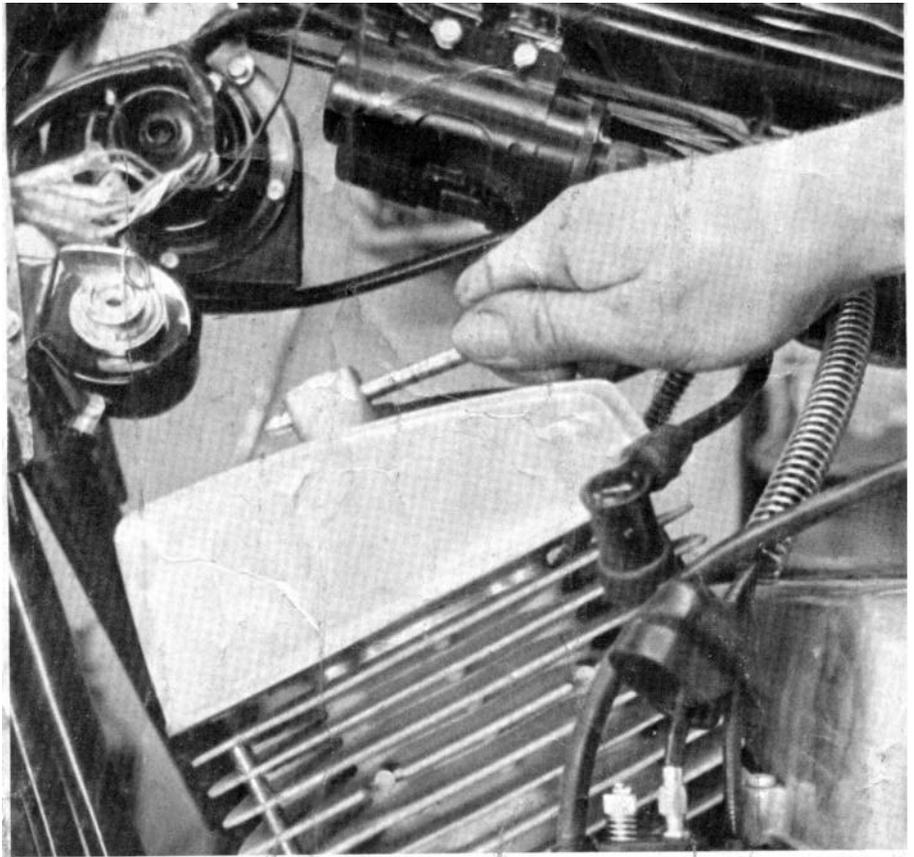


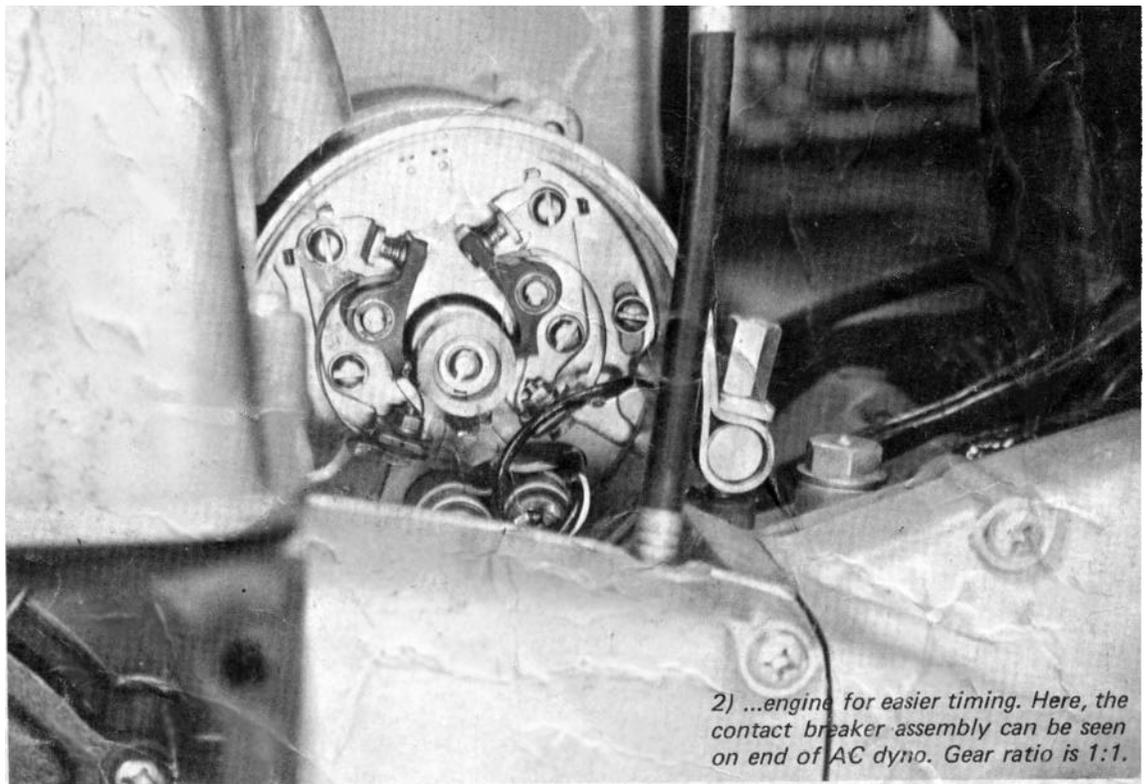
350 GTR TUNE-UP

by Mike Capalite

SINCE BRIDGESTONE INTRODUCED the 350 GTR late in 1967, it has made tremendous gains in popularity and will no doubt be an even bigger seller in 1968. The comfort, handling and styling have all done their share to attract a following to the 350 GTR, however, the performance is probably the biggest single reason why 350 GTR fans are legion. To maintain the 350 GTR's high performance level, it must be kept in time. Fortunately, this can easily be done by any owner with a bit of patience and a few simple tools. It is somewhat like the 175cc model in tune-up procedure, except that the dyno is no longer rotated to bring the contacts into time. The GTR has a slotted mounting plate so the timing is adjusted by moving the plate for one side and opening or closing the point gap for the other. Well, let's get started...

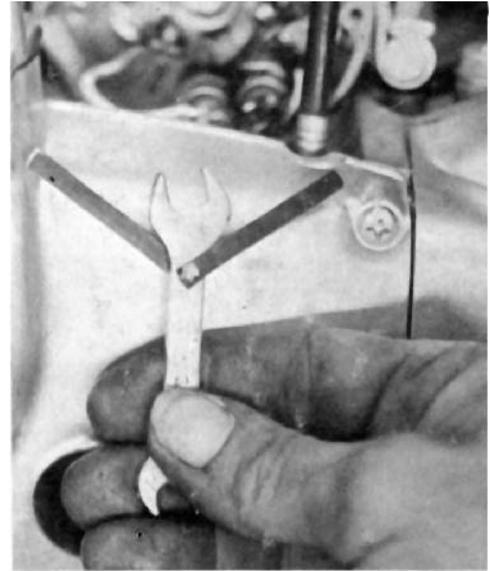
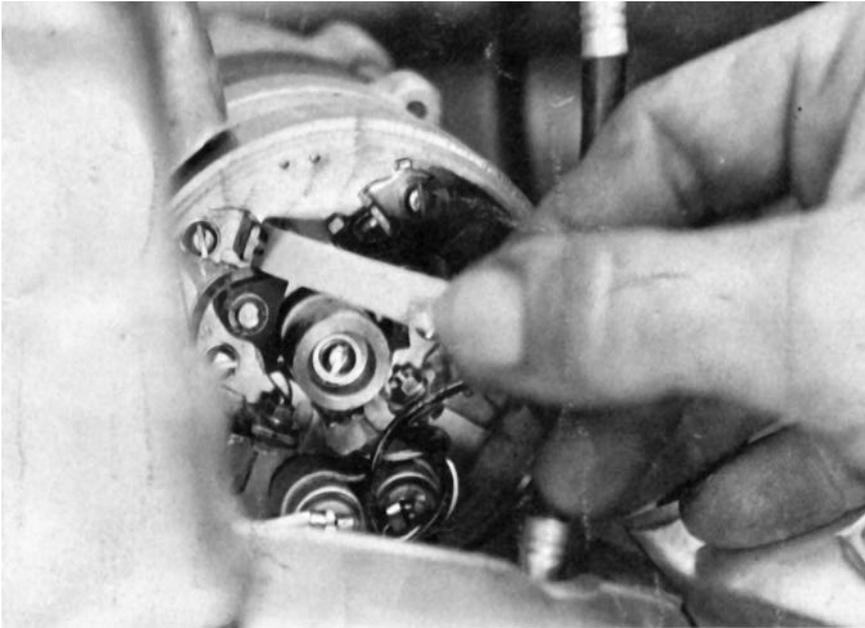


1) Since this machine is a dual rotary valve, plugs are removed and trans is put in top gear so rear wheel turns...



2) ...engine for easier timing. Here, the contact breaker assembly can be seen on end of AC dyno. Gear ratio is 1:1.

3) It is very important to clean the accumulation of grease and dirt off the contacts. Use a white card as below.



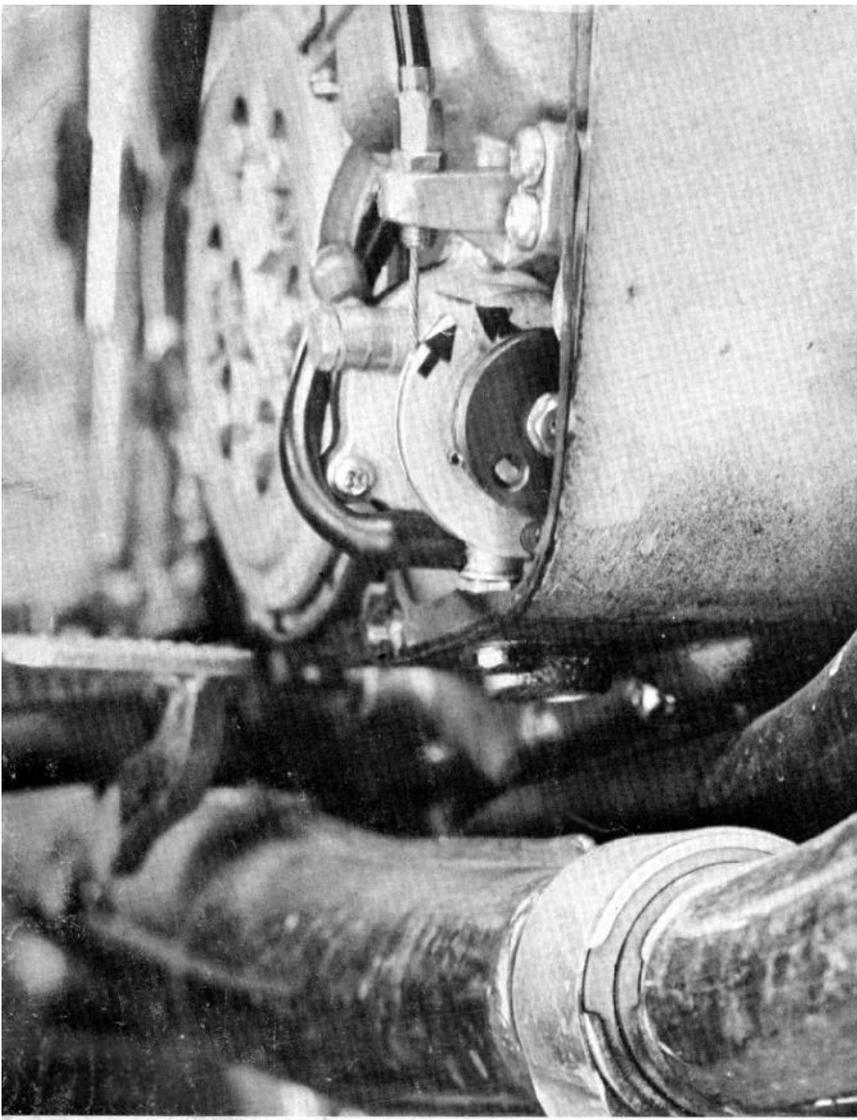
4) Set contacts at .35mm or .015-in. Wrench shown here is .3mm and .4mm so it's strictly a 'go' or 'no go' gauge.



5) Remove plug in front of left cylinder and insert timing tool. A 10mm combination wrench will do the job.

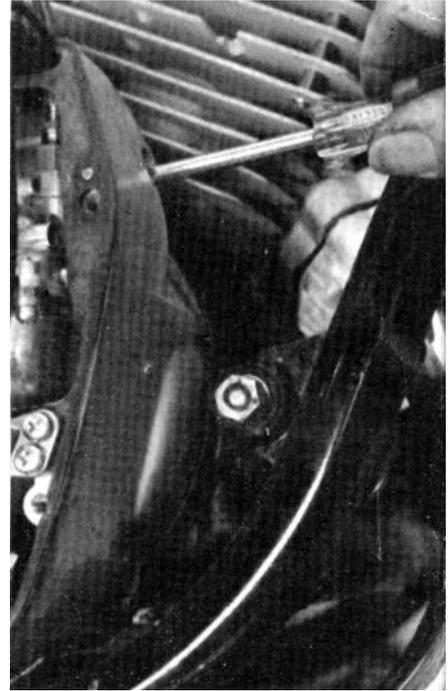


6) You must have one of these tools! Pin drops in slot in flywheel when the contacts open. Each cylinder has a slot.



7) For timing oil pump, edge of cable pulley aligns with boss on pump when throttle slide circle touches carb orifice.

8) Check carb mounting screw through hole in front of case. Mark on throttle slide can be used to sync carbs too.



9) With carb covers installed, carbs can be adjusted externally by lifting rubber cover and turning the knurled knob.

