

POINTS

I was surprised to read that frequent adjustment of your contact breaker points is needed, because in well over 30 years with my Series 1 Tourer this has never been necessary. Points closing up can be caused either by wear of the fibre heel that bears on the cam, or by erosion of the points causing a 'pip' to build up on one side. The latter suggest a faulty condenser, the former perhaps poor quality fibre and or no lubrication of the cam.

A long time ago I bought a set of SU fuel pump points that burned out in only 500 miles. I can't recall the brand but they were made in Australia, so it's possible that CB points of similarly poor quality are knocking around NZ. I'd suggest replacing the points with a good quality set to see if that makes any difference. Personally I apply only thin oil (such as 3 in1) on the moving point pivot and a slight smear of high temperature grease on the cam.

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