

FALL 1

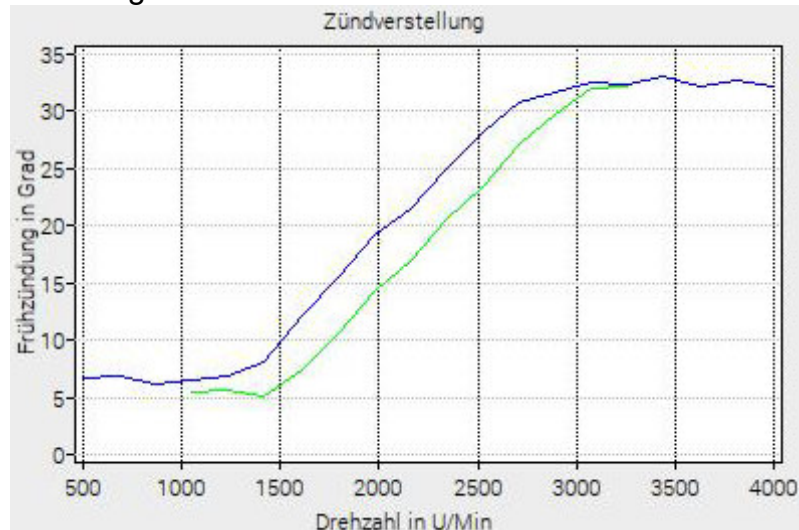
This hall sensor was sent to us for repair / overhaul.

The customer has reported that the engine runs hard at low revs under load.

The engine is equipped with the 1000cc Siebenrock Powerkit.

Since the sensor of the hall sensor still delivers faultless signals, we can carry out an input measurement.

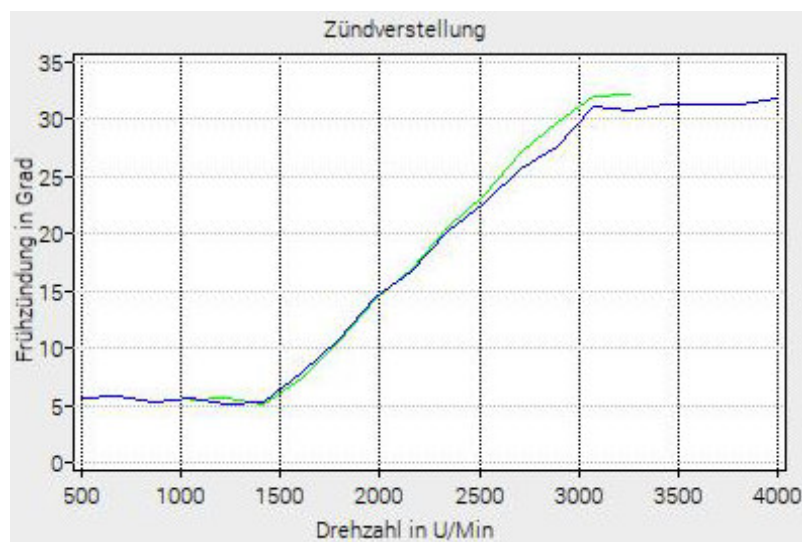
Here is the picture of the ignition advance curve:



The green line shows the TARGET curve generated by the electronic BMW Hall sensor. The blue line shows the measured ACTUAL curve of the customer's hall sensor.

It is easy to see that the ignition timing deviates in the range from 1500 to 2800 rpm and that ignition occurs too early.

After the overhaul, during which the selected matching springs were installed, this is the picture:



Conclusion: the engine runs quietly and smoothly again