

Unit: mm (in)

Item		Standard	Service limit
<b>Cylinder/ Piston</b>			
Cylinder	I.D	78,000 – 78,015 (3,0709 - 3,0715)	78,04 (3,0724)
	Taper	–	0,05 (0,002)
	Out-of- round	–	0,05 (0,002)
	Warpage	–	0,05 (0,002)
Piston	O.D.	77,970 – 77,980 (3,0696 - 3,07008)	79.25 (3,1201)
	Measurement point	5 (0,2) from bottom of skirt	–
	Pin bore I.D.	16,002 – 16,008 (0,6300 – 0,6302)	16,03 (0,631)
Piston pin	O.D.	15,994 – 16,000 (0,6297 – 0,6299)	15,98 (0,629)
Piston ring End gap			
	Top	0,15 – 0,25 (0,008 - 0,0098425)	0,39 (0,01535)
	Second	0,30 – 0,45 (0,012 - 0,0018)	0,59 (0,02323)
	Oil (side rail)	0,20 – 0,70 (0,008 – 0,028)	0,90 (0,035)
Ring-to-groove clearance			
	Top	0,050 – 0,090 (0,0020 – 0,0022)	0,150 (0,0059)
	Second	0,015 – 0,050 (0,0006 – 0,0020)	0,065 (0,0026)
Cylinder-to-piston clearance		0,030 – 0,055 (0,0012 – 0,0018)	0,18 (0,007)
Piston-to-piston pin clearance		0,002 – 0,014 (0,0001 – 0,0006)	0,04 (0,002)
Connecting rod small end I.D.		16,016 – 16,034 (0,6305 – 0,6313)	16,04 (0,631)
<b>Clutch/ Gearshift Linkage</b>			
Recommended clutch fluid		DOT 4 brake fluid	–
Clutch spring free length		27,6 (1,09)	26,8 (1,06)
Clutch disc thickness		3,22 – 3,38 (0,127 – 0,133)	3,15 (0,124)
Clutch plate warpage		–	0,10 (0,004)
Clutch slave cylinder I.D.		27,000 – 27,021 (1,0630 – 1,0638)	–
Clutch slave piston O.D.		26,940 – 26,960 (1,0606 – 1,0614)	–
Kickstarter	Spindle O.D.	16,466 – 16,484 (0,6483 – 0,6490)	16,46 (0,648)
	Pinion gear I.D.	16,516 – 16,534 (0,6502 – 0,6509)	16,55 (0,652)
	Idle gear I.D.	17,016 – 17,034 (0,6699 – 0,6706)	17,06 (0,672)
	Countershaft O.D. at kickstarter idle gear	16,983 – 16,994 (0,6686 – 0,6691)	16,97 (0,668)

Unit: mm (in)

Item		Standard	Service limit
<b>Crankshaft/ Transmission</b>			
Crankshaft runout	Right	–	0,03 (0,001)
	Left	–	0,05 (0,002)
Connecting rod big end			
Side clearance		0,30 – 0,75 (0,012 – 0,030)	0,8 (0,03)
Radial clearance		0,06 – 0,18 (0,002 – 0,007)	0,05 (0,002)
Transmission gear I.D.	M4	23,020 – 23,041 (0,9063 – 0,9071)	23,07 (0,908)
	M5	23,020 – 23,041 (0,9063 – 0,9071)	23,07 (0,908)
	C1	20,020 – 20,041 (0,7882 – 0,7890)	20,06 (0,790)
	C2	25,020 – 25,041 (0,9850 – 0,9859)	25,06 (0,987)
	C3	25,020 – 25,041 (0,9850 – 0,9859)	25,06 (0,987)
Gear bushing D.I.	M5	20,000 – 20,021 (0,7866 – 0,7882)	20,05 (0,789)
	C1	17,000 – 17,018 (0,6693 – 0,6700)	17,04 (0,671)
	C2	22,000 – 22,021 (0,8661 – 0,8670)	22,04 (0,868)
	C3	22,000 – 22,021 (0,8661 – 0,8670)	22,04 (0,868)
O.D.	M4	22,979 – 23,000 (0,9047 – 0,9055)	22,96 (0,904)
	M5	22,979 – 23,000 (0,9047 – 0,9055)	22,96 (0,904)
	C1	19,979 – 20,000 (0,7866 – 0,7874)	19,95 (0,785)
	C2	24,979 – 25,000 (0,9834 – 0,9843)	24,95 (0,982)
	C3	24,979 – 25,000 (0,9834 – 0,9843)	24,95 (0,982)
Countershaft O.D.			
at C1 bushing		16,983 – 16,994 (0,6686 – 0,6691)	16,97 (0,668)
at C2/C3 bushing		21,959 – 21,980 (0,8645 – 0,8654)	21,94 (0,864)
at kickstarter idle gear		16,983 – 16,994 (0,6686 – 0,6691)	16,97 (0,668)
Shift fork I.D.	C	11,003 – 11,024 (0,4332 – 0,4330)	11,04 (0,435)
	R, L	12,035 – 12,056 (0,4738 – 0,4746)	12,07 (0,475)
Shift fork claw thickness	C	4,93 – 5,00 (0,194 – 0,197)	4,8 (0,19)
	R, L	4,93 – 5,00 (0,194 – 0,197)	4,8 (0,19)
Shift fork shaft O.D.	C	10,983 – 10,994 (0,4324 – 0,4328)	10,97 (0,432)
	R, L	11,966 – 11,984 (0,4711 – 0,4718)	11,95 (0,470)
Oil pump			
Tip clearance		–	0,20 (0,008)
Body clearance		0,15 – 0,20 (0,006 – 0,008)	–
Side clearance		0,05 – 0,12 (0,002 – 0,004)	–