1. SPEEDOMETER TROUBLE AND CORRECTIVE ACTION

Trouble	Probable cause	Corrective action	Inspecting procedure
Indicating malfunction	1. Defective cable joint or broken cable.	Repair or replace	
	2. Binding or seized meter shaft.	Replace	① ※ 1
	3. Damaged or weakened hair spring.	Replace	① ※ 2
	4. Distorted boss.	Replace	Visual inspection
Unstable indication	1. Oil rising through cable casing.	Replace	① ※ 3
	2. Defective cable joint.	Repair	
	3. Defective needle installation.	Replace	Visual inspection
Odometer malfunction	1. Worn or damaged idle gear or odometer gear.	Replace	
	2. Improperly meshing of gears.	Replace	
Noisy	1. Cable noise.	Repair, replace	
	2. Gear noise.	Replace	
	3. Rotor rubbing noise.	Replace	
	4. Shaft squealing due to lack of oiling.	Lubricate, replace	

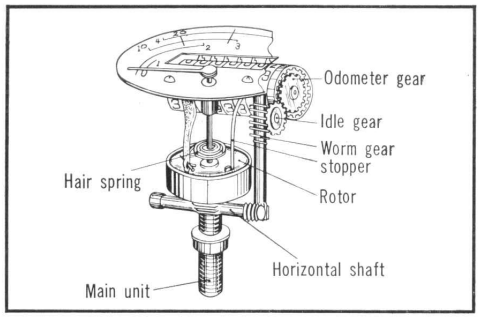

Figure 5-44. Construction of the speedometer

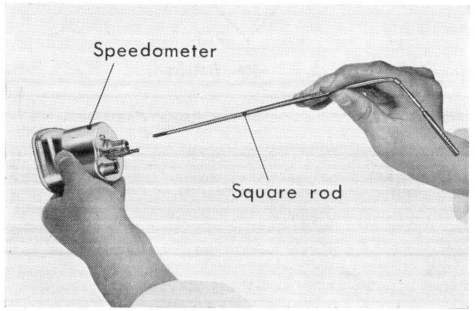

Figure 5-45. Inspecting speedometer

5.11 SPEEDOMETER

The speedometer is of a magnetic, indicating needle speedometer. The rotation proportional to the wheel rotation is transmitted to the speedometer through the speedometer cable. **(Fig. 5-43, 5-44)**

1. INSPECTING PROCEDURE

Initially, prepare a shaft with a 2.6 (0.104 in) square end. Insert the shaft into the meter shaft hole as shown in Fig. 5.45, rotate and check the rotating condition for the following :

※ 1 ... Meter shaft does not turn

※ 2 ... Meter shaft turns freely but the indicator needle fails to operate

※ 3 ... Meter shaft turns heavy and the indicator not return to "0"

(Note)

When testing the speed indication, the speedometer tester must be used.

The indicating tolerance should be within the values shown below. However, 1400 rpm at the drive shaft should indicate 60 km/h (37.28 mph)

Standard indication km/h (mph)	20 (12.43)	40 (24.86)	60 (37.28)	80 (49.71)
Tolerance km/h (mph)	+2.5 −0 (+1.55 −0)	+3.0 −0 (+1.86 −0)	3.5 −0 (+2.17 −0)	4.5 −0 (+2.80 −0)

6. PERIODIC ADJUSTMENT

6.1 MAINTENANCE INSPECTION

Periodic inspections should be performed at regular schedule and designated mileages in order to obtain satisfactory service as well as to extend the useful life from your motorcycle.

A. ENGINE ADJUSTMENT

1. MEASURING COMPRESSION

A low compression pressure will result in a corresponding drop in the engine power output. Pressure leak from any cause may effect the engine speed adjustment at low speed and cause engine stall.

a. Remove the spark plug.

b. Insert the end of the compression gauge into the spark plug hole and hold firmly to prevent pressure from leaking. **(Fig. 6-1)**

c. Operate the kick starter repeatedly several times with both the choke and throttle in the full open position.

(Caution)

① Make sure that the throttle and choke are fully opened, or else, a lower pressure indication will be registered on the compression gauge.

② The cylinder compression pressure indication will gradually increase with each kick, therefore, continue kicking until the pressure stabilizes at the highest point.

③ To obtain a true cylinder pressure indication the measurement should be made after the engine attains operating temperature.

④ Check for the proper operation of the valves

⑤ Make sure that the compression gauge is firmly fitted in the spark plug hole.

d. The standard specified cylinder compression pressure is 12kg/cm² (172 lb/in²). **(Fig. 6-2)**

e. In case the compression pressure exceeds 14kg/cm² (200 lb/in ²), it is an indication of heavy carbon deposit accumulation on the cylinder head or the piston. The deposits should be removed by disassemblying the cylinder head from the cylinder.

f. When the compression pressure registers less than 9kg/cm² (128 lb/in ²), it is an indication of pressure leak. First, check the tappet adjustment and see if the condition can be corrected, disassemble the engine and inspect the condition of the valves, the head gasket and piston rings.

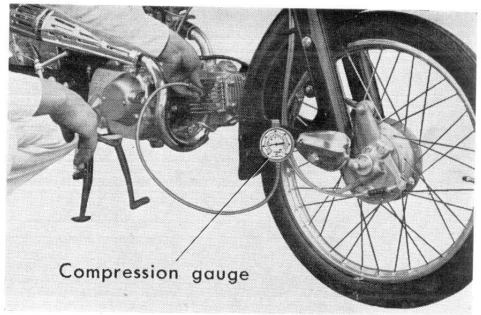

Figure 6-1. Measuring compression pressure

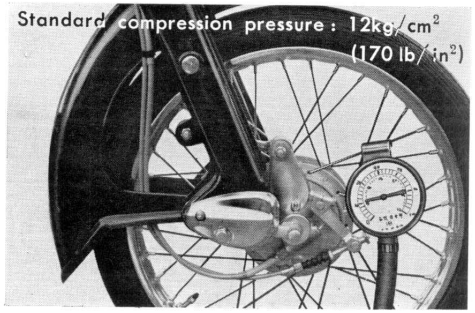

Figure 6-2. Standard compression pressure

2. TAPPET ADJUSTMENT