

Figure 6-25. Adjusting the clutch (C50, C50M, C65, C65M)

2. **Adjustment**
Loosen the lock nut and turn the adjusting screw.
C50, C50M, C65, C65M:
Turn to the right to increase the lever free play.
Turn to the left to decrease the lever free play.
S50, S65...

Turn to the left to increase the lever free play.
Turn to the right to decrease the lever free play.

- (1) For model C50, C50M, C65 and C65M check for slippage of the clutch and the disengaging action.
- (2) For adjusting the clutch on model S50, S65 remove the clutch cover, loosen the locking nut and adjust with the screw. (Fig. 6-24)
The adjustment of the clutch may also be performed at the adjuster on the clutch cable. On C50, C50M, C65 and C65M model, the adjustment can be made without removing the clutch cover. (Fig. 6-25)

3. **Inspection (S50, S65)**

- (1) Check by kick starting and see if the engine readily starts.
- (2) Start the engine, grasp the clutch lever and check to see if the motorcycle starts moving or the engine stalls when the gear is shifted into low.
- (3) The motorcycle should start moving smoothly as the clutch lever is released gradually while increasing the engine rpm.

11. **CARBURETOR CLEANING AND ADJUSTMENT**

A dirty carburetor or carburetor out of adjustment will cause poor engine performance. As an example, a carburetor set to a lean fuel air mixture will cause the engine to overheat while a rich mixture will cause engine to run sluggish. An overflowing of fuel from the carburetor is a possible fire hazard, therefore, periodic cleaning and adjustment should be performed.

1. **Cleaning**

- a. Disassemble the carburetor and wash the parts in gasoline.
- b. Blow out the nozzles with compressed air and after cleaning and reassembly, make the adjustment.

2. **Idle adjustment**

The idle adjustment is performed with both the throttle stop screw and the air screw by the following procedure. (Fig. 6-26, 6-27)

- (a) Set the throttle stop screw to the specified idling speed (1000~1200 rpm)
- (b) Next, adjust the air screw by turning slowly in both direction to obtain the highest engine speed.
Turning the screw in will produce a rich fuel mixture.
Turning the screw out will produce a lean fuel mixture.

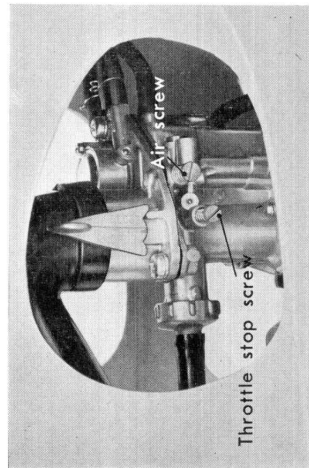


Figure 6-26. Adjusting the carburetor (C50, C50M, C65, C65M)

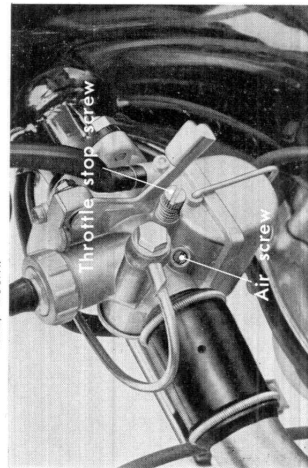


Figure 6-27. Adjusting the carburetor (S50, S65)

- (c) Reduce the engine speed which has gone up in (2) to the specified RPM by regulating the throttle stop screw.
- (d) At this throttle stop screw setting, recheck the carburetor adjustment by manipulating the air screw.

(e) After the idling adjustment has been completed, check the carburetor by snapping the throttle and also check the throttle response. The air screw should be $\frac{7}{8}$ to $\frac{1}{4}$ turn of the specified setting.

(Note)

All adjustment should be made after the engine has attained operating temperature.

B. **LUBRICATING**

The purpose of lubrication is to prevent direct surface to surface contact of the moving parts by providing a film of oil between the surfaces and thereby, reducing friction and preventing wear. It also serves to cool the parts from the heat produced by friction.

Further, the lubricant penetrates between the piston and cylinder to form an oil film which act as a seal to maintain the cylinder pressure.

1. **PARTS NOT REQUIRING PERIODIC OIL CHANGE OR LUBRICATION**

There are some parts which only require lubrication whenever the parts are disassembled for repair or replacement.
Steering stem steel balls and cone race } Grease
Throttle grip
Main stand

2. **ENGINE OIL CHANGE**

Change oil at 300 km (185 mi) driving and at every 1000 km (620 mi) thereafter.

1. **Oil Change**

- a. Remove the oil cap and drain the engine completely of oil by unscrewing the plug at the bottom of the engine. (Fig. 6-28, 6-29)

(Note)

The oil should be drained while the engine is still warm.

- b. The proper oil level is indicated by the oil between the level markers on the gauge when checked without screwing the cap down. (Fig. 6-30)

Oil capacity

0.8 l (1.7 U.S. pt, 1.4 Imp pt)

After overhauling the engine, fill crankcase with 0.8 l (1.7 U.S. pt) of oil, however, during oil changes refill according to the level gauge.

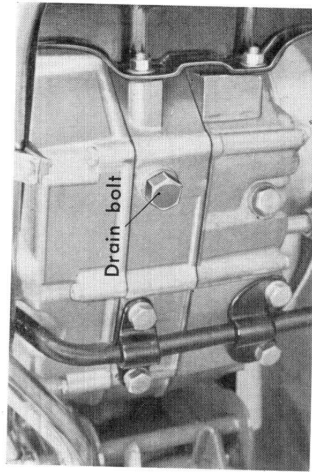


Figure 6-28. Removing drain bolt

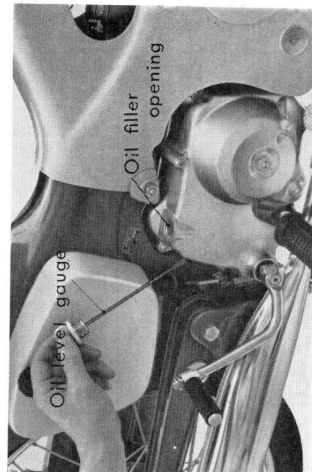


Figure 6-29. Oil cap

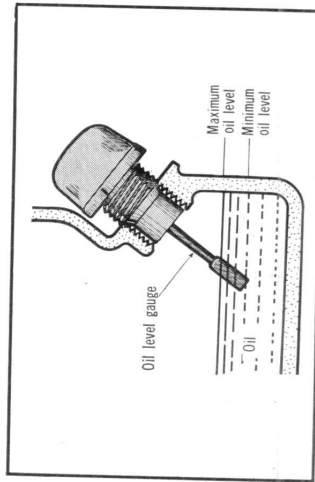


Figure 6-30. Oil level gauge