

II. MAINTENANCE OPERATIONS

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1. TAPPET ADJUSTMENT

The inspection and adjustment must be performed while the engine is cold.

- 1) Unscrew the two 8mm seat mounting bolts and remove the seat.
- 2) Remove the fuel tank.
- 3) Unscrew and remove the tappet hole caps.
- 4) Remove the dynamo cover.
- 5) Turn the crankshaft so that the "T" (timing) mark aligns with index mark on the stator and the piston is in the compression stroke. The piston in the compression stroke can be determined by feeling rocker arms for clearance. (Fig. 1)
- 6) Check tappet clearances with a thickness gauge and if it is necessary to adjust, loosen the lock nut and adjust the tappet adjust screw. (Fig. 2)

Tappet clearances: Intake 0.05mm (0.002 in.)
Exhaust 0.05mm (0.002 in.)

When tightening the lock nut, exercise care so that the tappet clearance will not be disturbed. Recheck the tappet clearance.

2. CARBURETOR ADJUSTMENT

Warm up the engine before setting the engine idle speed and make the idle adjustment with the pilot air screw and throttle stop screw. (Fig. 3)

- 1) Adjust the throttle stop screw to give idle speed of 1,200 rpm. Use a tachometer when it is available.
- 2) Turn the pilot air screw in and out to locate the position where engine rpm is highest. Turning the screw in will provide a rich fuel mixture, turning the screw out will give a lean fuel mixture.
- 3) If engine rpm has increased by the adjustment of air screw, the engine rpm should be set to the proper idle speed by using the throttle stop screw.
- 4) Turn the pilot air screw in or out within the range of 1/8 to 1/4 turn to obtain the optimum idling condition.

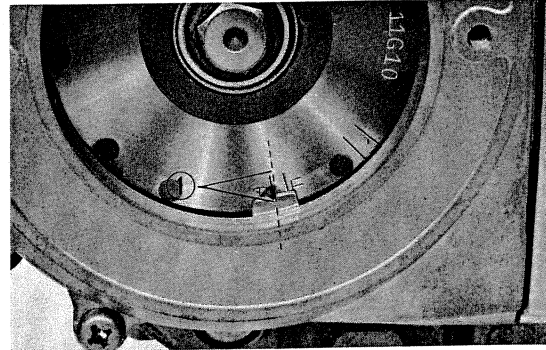


Fig. 1 ① "T" aligning mark

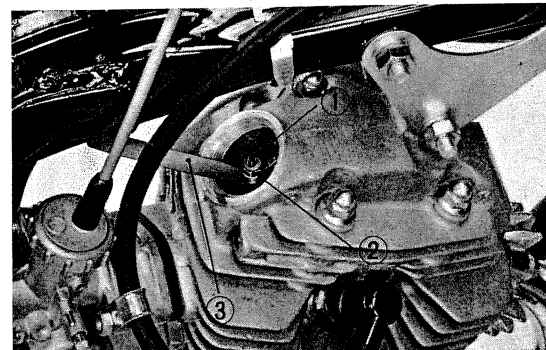


Fig. 2 Tappet adjustment
① Lock nut ② Tappet adjust screw ③ Thickness gauge

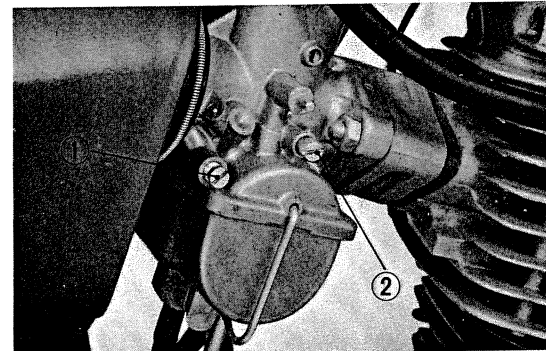


Fig. 3 Idling adjustment
① Air screw ② Throttle stop screw