

#### 4. CLUTCH ADJUSTMENT

Check the clutch free play at the end of the clutch lever. The play should be 1-2 cm (2/5-3/4 in.). (Fig. 8) If it is not within this range, adjust it in accordance with the following procedure.

- 1) Loosen the clutch cable adjuster lock nut and turn the adjuster clockwise to make the cable free. Then loosen the lock nut of the clutch adjuster on the right crankcase cover. Turn the adjuster screw counter clockwise until a slight drag is felt and return it by 1/8 to 1/4 turn. Tighten the lock nut securely. (Fig. 9)
- 2) Turn the adjuster in the cable counter clockwise to adjust the lever end play. (Fig. 10)
- 3) Check for proper adjustment by starting the engine, applying clutch, and operating gear change. If the clutch does not disengage, the engine will stall or the motorcycle will tend to creep.

If the clutch does not fully engage, the clutch will slip and the motorcycle will not accelerate in response to the acceleration of engine.

#### 5. SPARK PLUG INSPECTION

Remove the spark plug with a spark plug wrench and visually check conditions of electrodes and insulator.

The standard spark plugs equipped in the original engine are D-8ES (NGK) or X24ES (Nihon denso).

- 1) If the plug is carboned up, sooty or has a hard deposit from the chemical fuel additives, it should be cleaned with a spark plug cleaner or a wire brush.
- 2) Replace the plug if its insulator is cracked or chipped.
- 3) Check the gap between the electrodes with a thickness gauge and if necessary, adjust the ground electrode by bending. The standard clearance is 0.6-0.7 mm (0.025-0.028 in.). (Fig. 11)
- 4) Check the plug gasket before installation and replace if it is damaged.

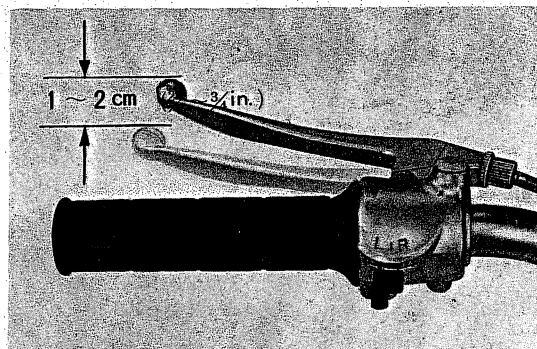


Fig. 8 Clutch lever play

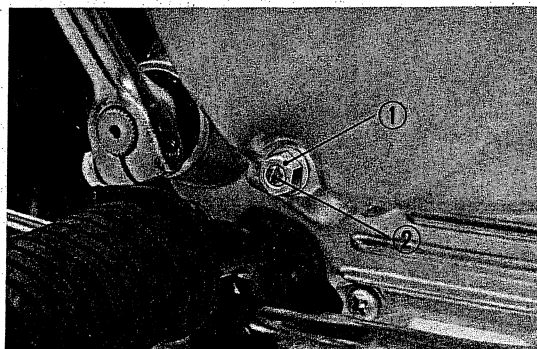


Fig. 9 Clutch adjustment  
① Lock nut ② Adjuster screw

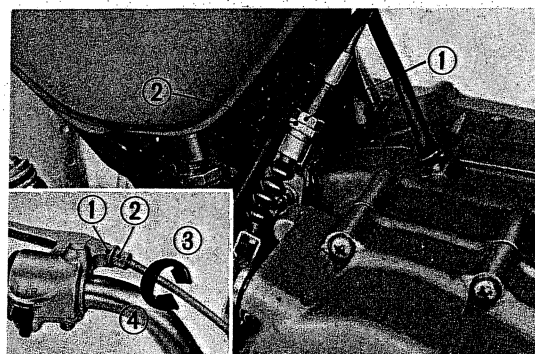


Fig. 10 ① Lock nut ② Adjuster ③ Increase ④ Decrease

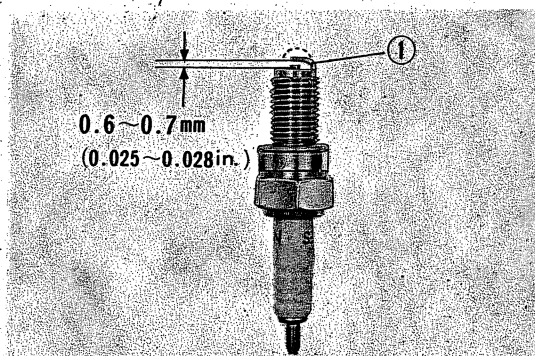


Fig. 11 ① Electrode