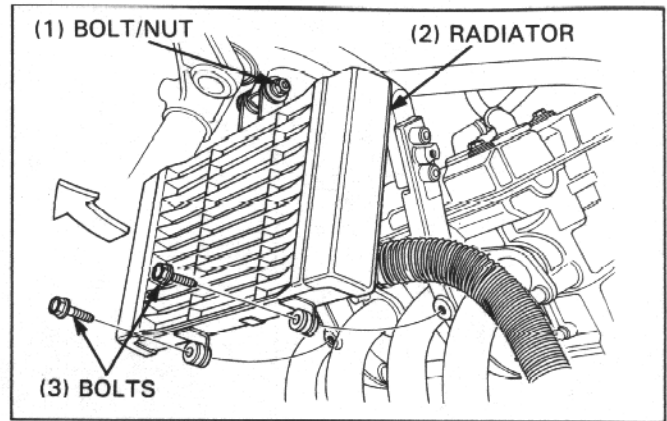


MAINTENANCE

Remove the radiator lower mounting bolts and loosen the upper mounting bolt/nut. Swing the radiator forward.

Remove the cylinder head cover (page 8-2).

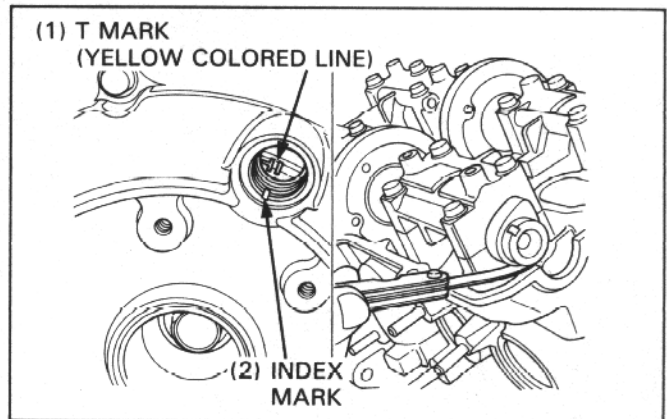


Rotate the crankshaft clockwise.

Align the T mark (Yellow colored line) on the flywheel with the index mark on the right crankcase cover. Each timing mark (EX and IN) on the camshaft gears should be aligned with the cylinder head upper surface.

If each timing mark is facing outside, No. 4 cylinder piston is at TDC (Top Dead Center) on the compression stroke, go to Step 1.

If each timing mark is facing inside, No. 1 cylinder piston is at TDC (Top Dead Center) on the compression stroke, go to Step 2.



Step 1:

Insert the feeler gauge between the cam lobe and valve bucket.

Measure the valve clearance as follow:

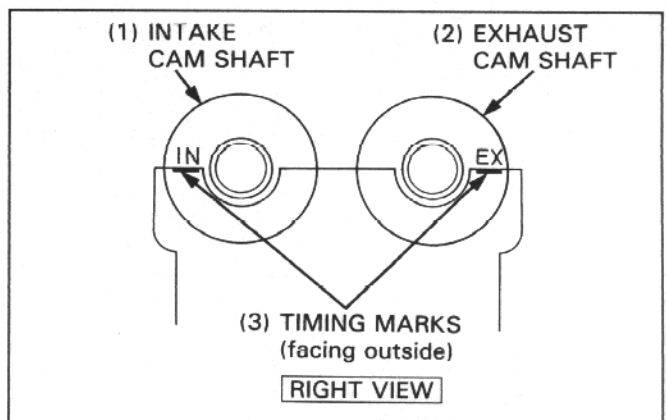
- No. 2 (IN)
- No. 3 (EX)
- No. 4 (IN/EX)

Step 2:

Insert the feeler gauge between the cam lobe and valve bucket.

Measure the valve clearance as follow:

- No. 1 (IN/EX)
- No. 2 (EX)
- No. 3 (IN)



VALVE CLEARANCES:

IN: 0.12–0.18 mm (0.005–0.007 in)

EX: 0.17–0.23 mm (0.007–0.009 in)

Rotate the crankshaft 360 degrees and align the T mark with the index mark again and go to Step 2 or 1 to check other valve clearances.

