

3. MAINTENANCE OPERATIONS

1. TAPPET ADJUSTMENT

Adjust tappet clearance when the engine is cold.

1. Remove the tank.
2. Unscrew the tappet hole caps.
3. Remove the point cover and align the "T" (1·4) mark on the spark advancer to the timing mark when the No. 1 piston (pistons are numbered from left to right from the rider's position) is at top-dead-center of the compression stroke.
4. Then check and adjust valve tappet clearances indicated by "O" in the chart below.
5. Measure the clearances using a feeler gauge, adjust by loosening the lock nut and turning the adjuster screw, and tighten the lock nut.

Valve tappet clearances:

INLET ——— 0.05 mm (0.002 in.)

EXHAUST — 0.08 mm (0.003 in.)

6. Next, rotate the crankshaft one revolution and realign the "T" (1·4) mark on the spark advancer to the timing mark (in this position, the No. 4 piston is at top-dead-center of the compression stroke). Then check and adjust the valve tappet clearances indicated by "X" in the chart below. See item 5 above for proper valve tappet clearances.

| | No. 1 cylinder | No. 2 cylinder | No. 3 cylinder | No. 4 cylinder |
|---------------|-------------------|-------------------|-------------------|-------------------|
| Inlet valve | O | X | O | X |
| Exhaust valve | O | O | X | X |

Note:

- Hold the adjusting screw so that it is not turned when tightening the lock nut.
- Make sure the clearance is not disturbed when the lock nut is tightened.

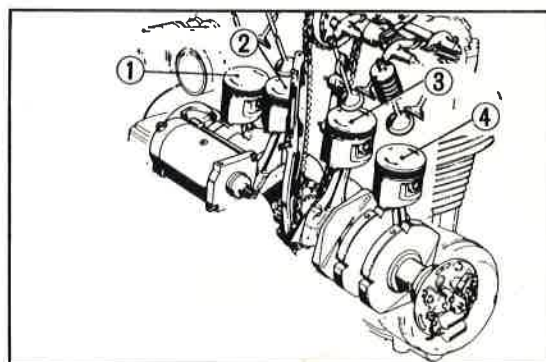


Fig. 1 ① No. 1 piston ③ No. 3 piston
② No. 2 piston ④ No. 4 piston

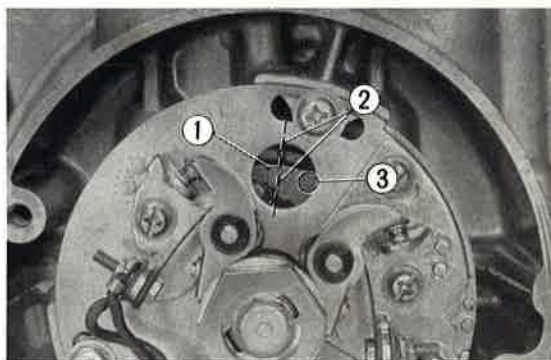


Fig. 2 ① T mark ③ 1·4 mark
② Timing mark

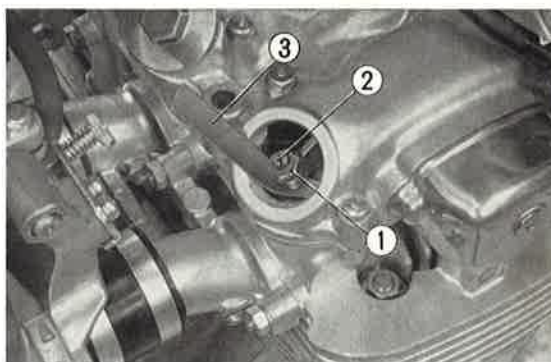


Fig. 3 ① Lock nut ③ Feeler gauge
② Adjusting screw

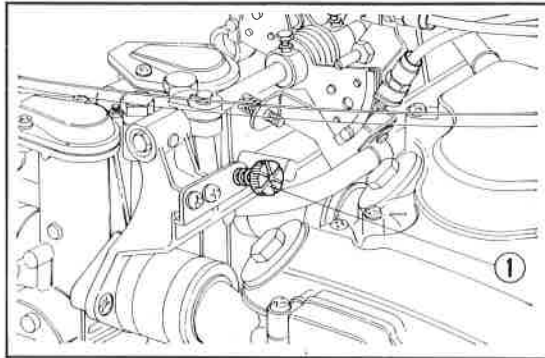


Fig. 4 ① Throttle stop screw

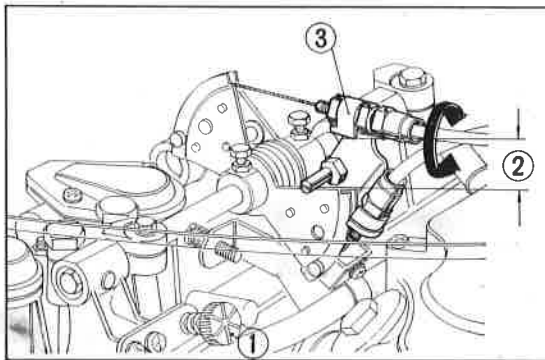


Fig. 5 ① Throttle stop screw
② $49 \pm 1.5 \text{ mm}$ ($1.929 \pm 0.059 \text{ in.}$)
③ Stay

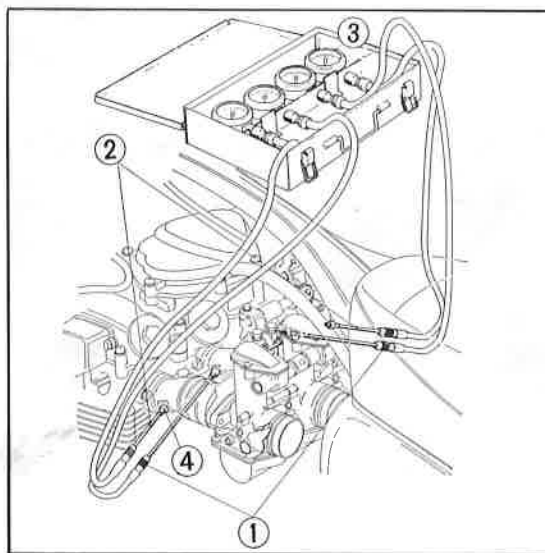


Fig. 6 ① A adaptor
② B adaptor
③ Vacuum gauge
④ Plug hole

2. CARBURETOR ADJUSTMENT

Adjust the carburetor after warming up the engine ($60\text{--}70^\circ\text{C}/140\text{--}158^\circ\text{F}$ Temp).

Idle adjustment

Adjust the engine idle speed to **950–1050 rpm** with the throttle stop screw. Turn the screw clockwise to increase the idle speed and counterclockwise to decrease the idle speed.

Synchronization adjustment

1. Remove the fuel tank.

Note:

Position the tank about **50 cm (20 in.)** higher than the mounting position and reconnect with a longer fuel tube.

2. Adjust the throttle stop screw so that the throttle lever is $49 \pm 1.5 \text{ mm}$ ($1\frac{15}{16} \pm \frac{1}{16} \text{ in.}$) from the stay.
3. Install the vacuum gauge in the inlet manifolds. Remove the plugs from the inlet manifolds. Install the longer A adaptors of the vacuum gauge to the two inside manifolds and the shorter B adaptors to the outside manifolds.
4. Start the engine, loosen the adjusting lock nuts and turn the adjusting screws so that all four carburetors are indicating uniformly (**16–24 cm Hg**) on the vacuum gauge.

Turn the screw clockwise to increase vacuum. Turn the screw counterclockwise to decrease vacuum. All the carburetors should be adjusted to within **3.0 cm Hg** of each other.

Note:

If the gauge needle is oscillating over a wide range, dampen the movement with the vacuum adjuster on the gauge.

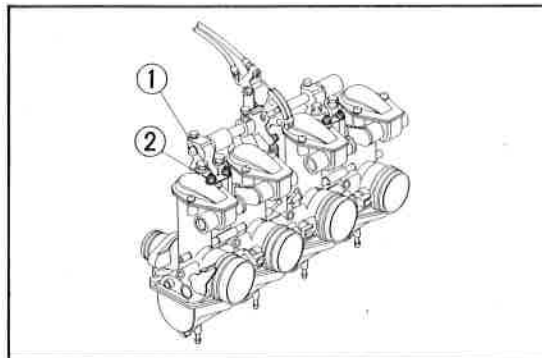


Fig. 7 ① Screw
② Lock nut