

1. Shut the engine off.
2. Remove the recoil starter and tappet adjusting hole caps.
3. Rotate the dynamo rotor counter-clockwise until the "T" mark ① (page 29 ) on the dynamo rotor lines up with the timing index mark ② on the stator.

In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on top of the compression stroke when both the intake and exhaust valves are closed. This can be determined by moving the tappets by hand. If the tappets are free, it is an indication

that the valves are closed and that the piston is on the compression stroke. If the tappets are tight and the valves are open, rotate the dynamo rotor 360° and realign the "T" mark to the timing index mark. Check the clearance of both valves by inserting a 0.05 mm (0.002 in) gauge between the adjusting screw and valve stem.

If adjustment is necessary, loosen the adjusting screw lock nut ③ and turn the adjusting screw ④ so that the valve clearance will offer a slight resistance when the gauge is inserted. After completing the adjustment, tighten the adjusting screw lock nut while holding the

adjusting screw to prevent it from turning. Recheck the clearance to make sure that the adjustment has not been disturbed.