

Service data

Unit: mm (in)

Item	Standard	Service limit
Cylinder/Piston		
Cylinder I.D.	80.000 – 80.015 (3.1496 – 3.1502)	80.045 (3.1514)
Taper	–	0.05 (0.002)
Out-of-round	–	0.05 (0.002)
Warpage	–	0.05 (0.002)
Piston O.D.	79.970 – 79.980 (3.1484 – 3.1488)	79.955 (3.1478)
Measurement point	3.5 (0.138) from bottom of skirt	–
Pin bore I.D.	16.002 – 16.008 (0.6300 – 0.6302)	16.03 (0.631)
Piston pin O.D.	15.994 – 16.000 (0.6297 – 0.6299)	15.98 (0.629)
Piston ring End gap		
Top	0.15 – 0.25 (0.006 – 0.009843)	0.39 (0.0154)
Second	0.30 – 0.45 (0.0118 – 0.01772)	0.60 (0.0236)
Oil (side rail)	0.20 – 0.70 (0.008 – 0.028)	0.90 (0.0354)
Ring-to-groove clearance		
Top	0.065 – 0.100 (0.0026 – 0.0039)	0.115 (0.0045)
Second	0.015 – 0.050 (0.006 – 0.0020)	0.065 (0.0026)
Cylinder-to-piston clearance	0.030 – 0.055 (0.0012 – 0.0018)	0.18 (0.007)
Piston-to-piston pin clearance	0.002 – 0.014 (0.0001 – 0.0006)	0.04 (0.002)
Clutch/Gearshift Linkage		
Recommended clutch fluid	DOT 4 brake fluid	–
Clutch spring free length	27.6 (1.09)	26.8 (1.06)
Clutch disc thickness	3.22 – 3.38 (0.127 – 0.133)	3.15 (0.124)
Clutch plate warpage	–	0.10 (0.004)
Clutch slave cylinder I.D.	27.000 – 27.021 (1.0630 – 1.0638)	–
Clutch slave piston O.D.	26.940 – 26.960 (1.0606 – 1.0614)	–
Kickstarter Spindle O.D.	16.466 – 16.484 (0.6483 – 0.6490)	16.46 (0.648)
Pinion gear I.D.	16.516 – 16.534 (0.6502 – 0.6509)	16.55 (0.652)
Idle gear I.D.	17.016 – 17.034 (0.6699 – 0.6706)	17.06 (0.672)
Countershaft O.D. at kickstarter idle gear	16.983 – 16.994 (0.6686 – 0.6691)	16.97 (0.668)

Unit: mm (in)

Item	Standard	Service limit
Crankshaft/Transmission		
Crankshaft runout		
Right	–	0.03 (0.001)
Left	–	0.05 (0.002)
Connecting rod big end Side clearance	0.30 – 0.75 (0.012 – 0.030)	0.8 (0.03)
Radial clearance	0.06 – 0.18 (0.002 – 0.007)	0.05 (0.002)
Transmission gear I.D.		
M4	23.020 – 23.041 (0.9063 – 0.9071)	23.07 (0.908)
M5	23.020 – 23.041 (0.9063 – 0.9071)	23.07 (0.908)
C1	20.020 – 20.041 (0.7882 – 0.7890)	20.06 (0.790)
C2	25.020 – 25.041 (0.9850 – 0.9859)	25.06 (0.987)
C3	25.020 – 25.041 (0.9850 – 0.9859)	25.06 (0.987)
Gear bushing D.I.		
M5	20.000 – 20.021 (0.7866 – 0.7882)	20.05 (0.789)
C1	17.000 – 17.018 (0.6693 – 0.6700)	17.04 (0.671)
C2	22.000 – 22.021 (0.8661 – 0.8670)	22.04 (0.868)
C3	22.000 – 22.021 (0.8661 – 0.8670)	22.04 (0.868)
O.D.		
M4	22.979 – 23.000 (0.9047 – 0.9055)	22.96 (0.904)
M5	22.979 – 23.000 (0.9047 – 0.9055)	22.96 (0.904)
C1	19.979 – 20.000 (0.7866 – 0.7874)	19.95 (0.785)
C2	24.979 – 25.000 (0.9834 – 0.9843)	24.95 (0.982)
C3	24.979 – 25.000 (0.9834 – 0.9843)	24.95 (0.982)
Countershaft O.D. at C1 bushing at C2/C3 bushing at kickstarter idle gear		
C	16.983 – 16.994 (0.6686 – 0.6691)	16.97 (0.668)
R. L	21.959 – 21.980 (0.8645 – 0.8654)	21.94 (0.864)
C	16.983 – 16.994 (0.6686 – 0.6691)	16.97 (0.668)
R. L	11.003 – 11.024 (0.4332 – 0.4330)	11.04 (0.435)
C	12.035 – 12.056 (0.4738 – 0.4746)	12.07 (0.475)
R. L	4.93 – 5.00 (0.194 – 0.197)	4.8 (0.19)
C	4.93 – 5.00 (0.194 – 0.197)	4.8 (0.19)
R. L	10.983 – 10.994 (0.4324 – 0.4328)	10.97 (0.432)
C	11.966 – 11.984 (0.4711 – 0.4718)	11.95 (0.470)
R. L		
Oil pump Tip clearance	–	0.20 (0.008)
Body clearance	0.15 – 0.20 (0.006 – 0.008)	–
Side clearance	0.05 – 0.12 (0.002 – 0.004)	–