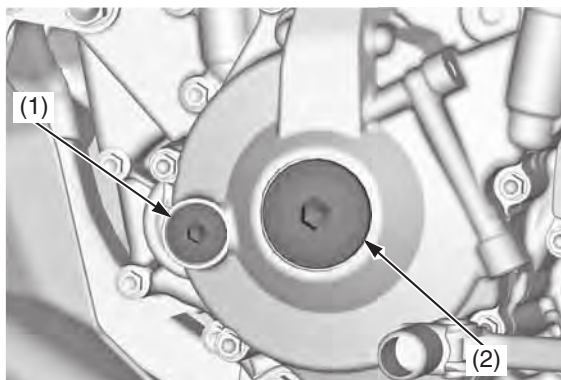


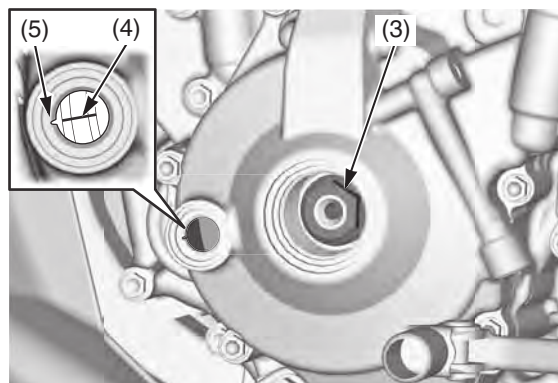
Positioning At TDC On The Compression Stroke

1. Remove the timing hole cap (1) and crankshaft hole cap (2).



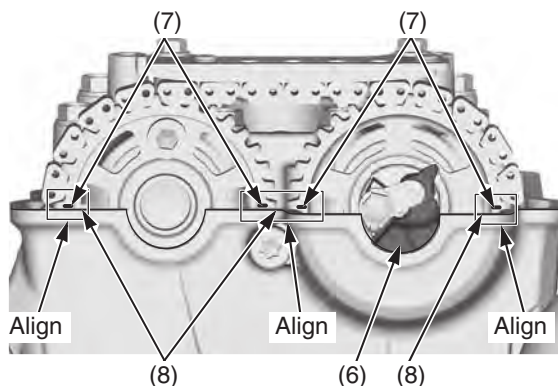
(1) timing hole cap (2) crankshaft hole cap

2. Remove the spark plug (page 67).
3. Remove the cylinder head cover (page 68).
4. Rotate the crankshaft by turning the flywheel (3) counterclockwise until the matching mark (4) on the flywheel aligns with the index mark (5) on the left crankcase cover. In this position, the piston may either be on the compression or exhaust stroke at TDC. If the crankshaft passed the matching mark, rotate the flywheel counterclockwise again and align the matching mark with the index mark.



(3) flywheel (4) matching mark (5) index mark

5. Make sure that the decompressor weight (6) is in the lower position. Check the timing marks (7) on each cam sprocket are aligned with the cylinder head mating surface (8).



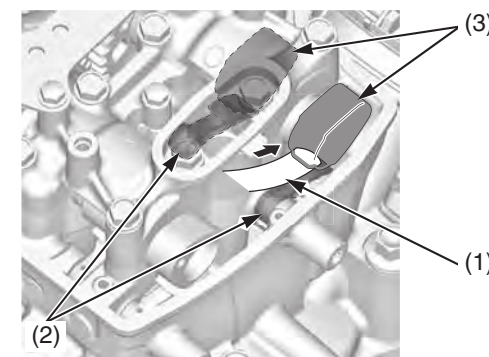
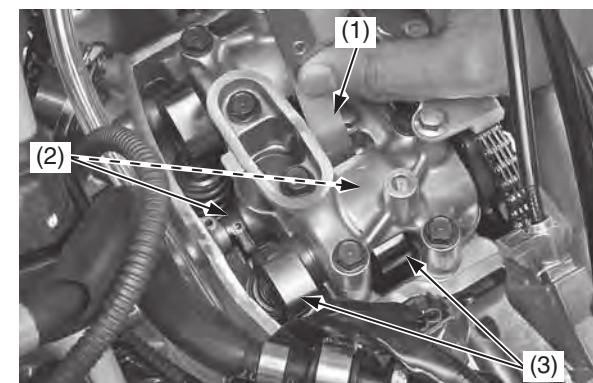
(6) decompressor weight
(7) timing marks
(8) cylinder head mating surface

Valve Clearance Inspection

1. Set the piston at TDC on the compression stroke (this page).
2. Measure the valve clearances of each intake valve by inserting a feeler gauge (1) between the intake rocker arms (2) slipper surface and camshaft cam lobes (3).

NOTICE

Be careful not to damage the intake rocker arms.



(1) feeler gauge (2) intake rocker arms (3) camshaft cam lobes

Valve Clearance:

IN: 0.004 ± 0.001 in (0.11 ± 0.03 mm)

(cont'd)