

VALVE CLEARANCE

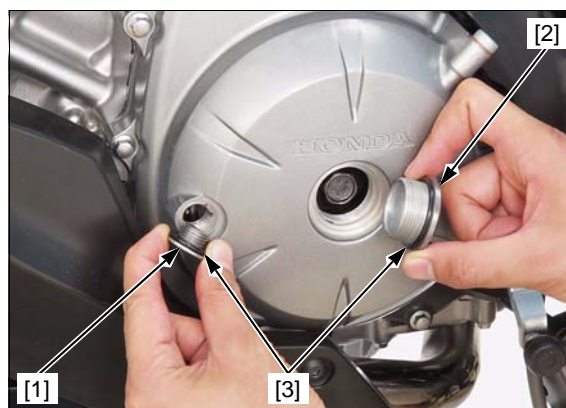
INSPECTION

NOTE:

- Inspect and adjust the valve clearance while the engine is cold (below 35°C/95°F).
- After the valve clearance inspection, check the engine idle speed ([page 3-15](#)).
- Inspection and adjustment of the valve clearance can be serviced with the engine installed in the frame.

Remove the cylinder head cover ([page 10-6](#)).

Remove the timing hole cap [1], crankshaft hole cap [2] and O-rings [3].



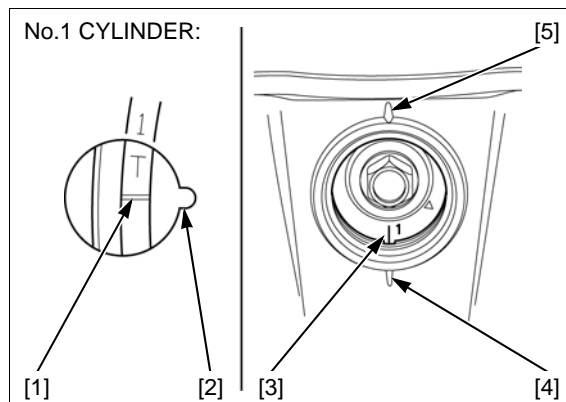
Remove the camshaft maintenance cap [1] and O-ring [2].



No.1 Cylinder: Rotate the crankshaft counterclockwise and align the "1T" mark [1] on the flywheel with the index notch [2] on the alternator cover.

Make sure that the "1" mark [3] on the cam sprocket is aligned with the lower cylinder head index line [4].

If the "1" mark is facing upper cylinder head index line [5], turn the crankshaft counterclockwise one full turn (360°) and realign the "1T" mark with the index notch.

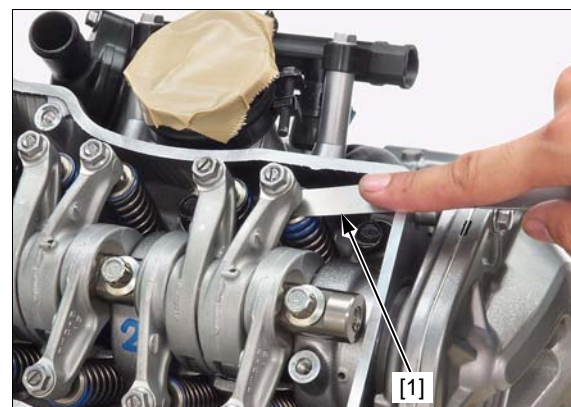


Check the valve clearance by inserting a feeler gauge [1] between the valve adjusting screw and valve stem.

VALVE CLEARANCE:

IN: 0.17 ± 0.02 mm (0.007 ± 0.001 in)

EX: 0.28 ± 0.02 mm (0.011 ± 0.001 in)

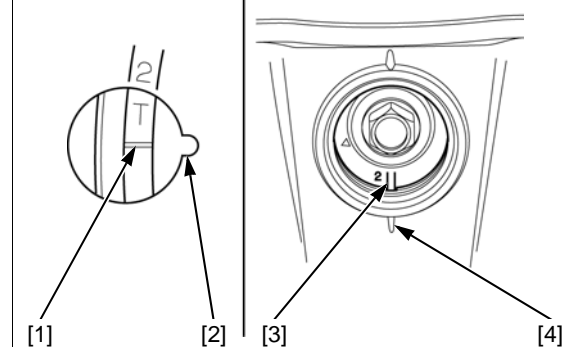


No.2 Cylinder: Rotate the crankshaft counterclockwise 3/4 turn (270°) and align the "2T" mark [1] on the flywheel with the index notch [2] on the alternator cover.

Make sure that the "2" mark [3] on the cam sprocket is aligned with the lower cylinder head index line [4].

Check the valve clearance in the same manner as No.1 cylinder.

No.2 CYLINDER:



ADJUSTMENT

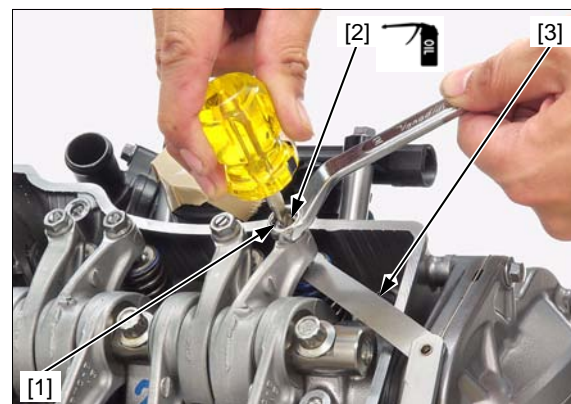
Loosen the lock nut [1] and apply engine oil to the adjusting screw threads and seating surface.

Adjust by turning the adjusting screw [2] until there is a slight drag on the feeler gauge [3].

Hold the adjusting screw and tighten the lock nut to the specified torque.

TORQUE: 14 N·m (1.4 kgf·m, 10 lbf·ft)

After tightening the lock nut, recheck the valve clearance.



Apply engine oil to a new O-ring [1] and install it to the camshaft maintenance cap [2].

Temporarily Install the camshaft maintenance cap to the cylinder head.

If the engine is removed from the frame, tighten the camshaft maintenance cap to the specified torque.

TORQUE: 4.0 N·m (0.4 kgf·m, 3.0 lbf·ft)



MAINTENANCE

If the engine is installed on the frame, insert a feeler gauge (0.1 mm) [1] between the camshaft maintenance cap and cylinder head.

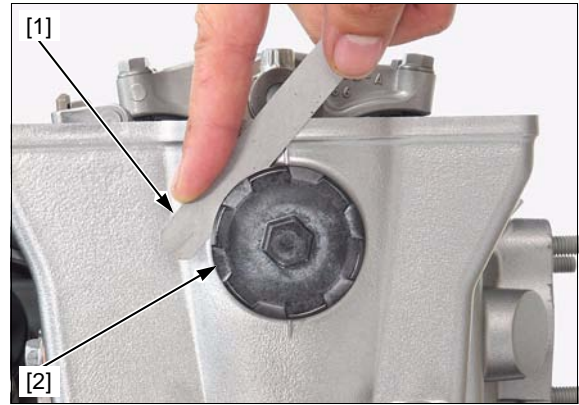
Tighten the camshaft maintenance cap securely.

Remove the feeler gauge.

Further tighten the camshaft maintenance cap at 30°.

NOTE:

One concave area [2] size is equivalent with 30°.



Install the cylinder head cover (page 10-6).

Apply engine oil to new O-rings [1] and install them to each hole cap.

Apply grease to the timing hole cap [2] and crankshaft hole cap [3] threads.

Install and tighten the timing hole cap and crankshaft hole cap to the specified torque.

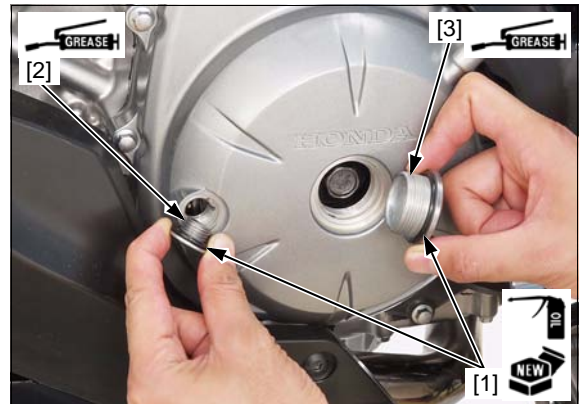
TORQUE:

Timing hole cap:

10 N·m (1.0 kgf·m, 7 lbf·ft)

Crankshaft hole cap:

15 N·m (1.5 kgf·m, 11 lbf·ft)



ENGINE OIL

OIL LEVEL INSPECTION

Hold the motorcycle in an upright position.

Start the engine and let it idle for 3 – 5 minutes.

Stop the engine and wait 2 – 3 minutes.

Remove the oil filler cap/dipstick [1] and wipe it clean.

Reinstall the oil filler cap/dipstick, but do not screw it.

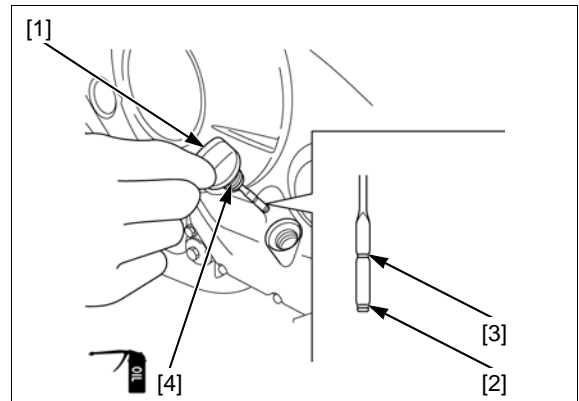
Remove the oil filler cap/dipstick and check the oil level.

If the level is below or near the lower level [2] on the dipstick, fill the recommended engine oil to the upper level [3].

Check that the O-ring [4] is in good condition, replace it if necessary.

Apply engine oil to the O-ring.

Install the oil filler cap/dipstick.



RECOMMENDED ENGINE OIL:

Pro Honda GN4 4-stroke oil (U.S.A. and Canada) or equivalent motor oil

API service classification: SG or Higher

JASO T 903 standard: MA

Viscosity: SAE 10W-30

