# 9. OIL PUMP/ REGULATOR VALVE



## ● SERVICE INFORMATION

SPECIFICATIONS

Unit: mm (in.)

| Item | Standard | Service Limit |
|---|---|---|
| OIL PUMP | | |
| Oil pump body to rotor radial clearance | 0.15—0.22 (0.0059—0.0087) | 0.35 (0.0138) |
| Oil pump tip clearance | 0.15 (0.0059) max. | 0.20 (0.0079) |
| Oil pump body to rotor clearance | 0.02—0.06 (0.0008—0.0024) | 0.08 (0.0031) |
| Relief valve to body clearance | 0.025—0.07 (0.001—0.0028) | 0.1 (0.004) |

TORQUE VALUE

Oil drain bolt 3.5—4.5 kg-m (25.3—32.5 lbs.-ft.)

## ● TROUBLESHOOTING

| SYMPTOM | POSSIBLE CAUSE |
|---|---|
| (Engine) | |
| Engine overheats | Defective oil pump<br>Clogged oil passage<br>Clogged oil filter screen<br>Clogged oil strainer |
| Engine stops suddenly (Engine seized) | Insufficient oil or use of improper oil |
| (Transmission) | |
| Engine turns, but motorcycle will not start (in L and D) | Defective oil pump (broken rotor pin or worn rotor) |
| Engine turns, but motorcycle will not start (in L and D) (starts slowly when throttle is opened) | Insufficient oil<br>Clogged oil strainer |
| Poor acceleration at start (in L and D) or high speed. | Defective regulator valve (stuck or broken spring) |
| Engine revs up at quick start | |

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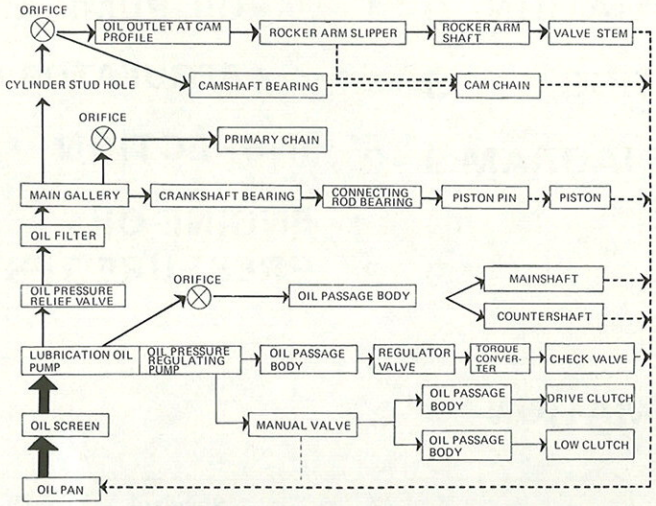
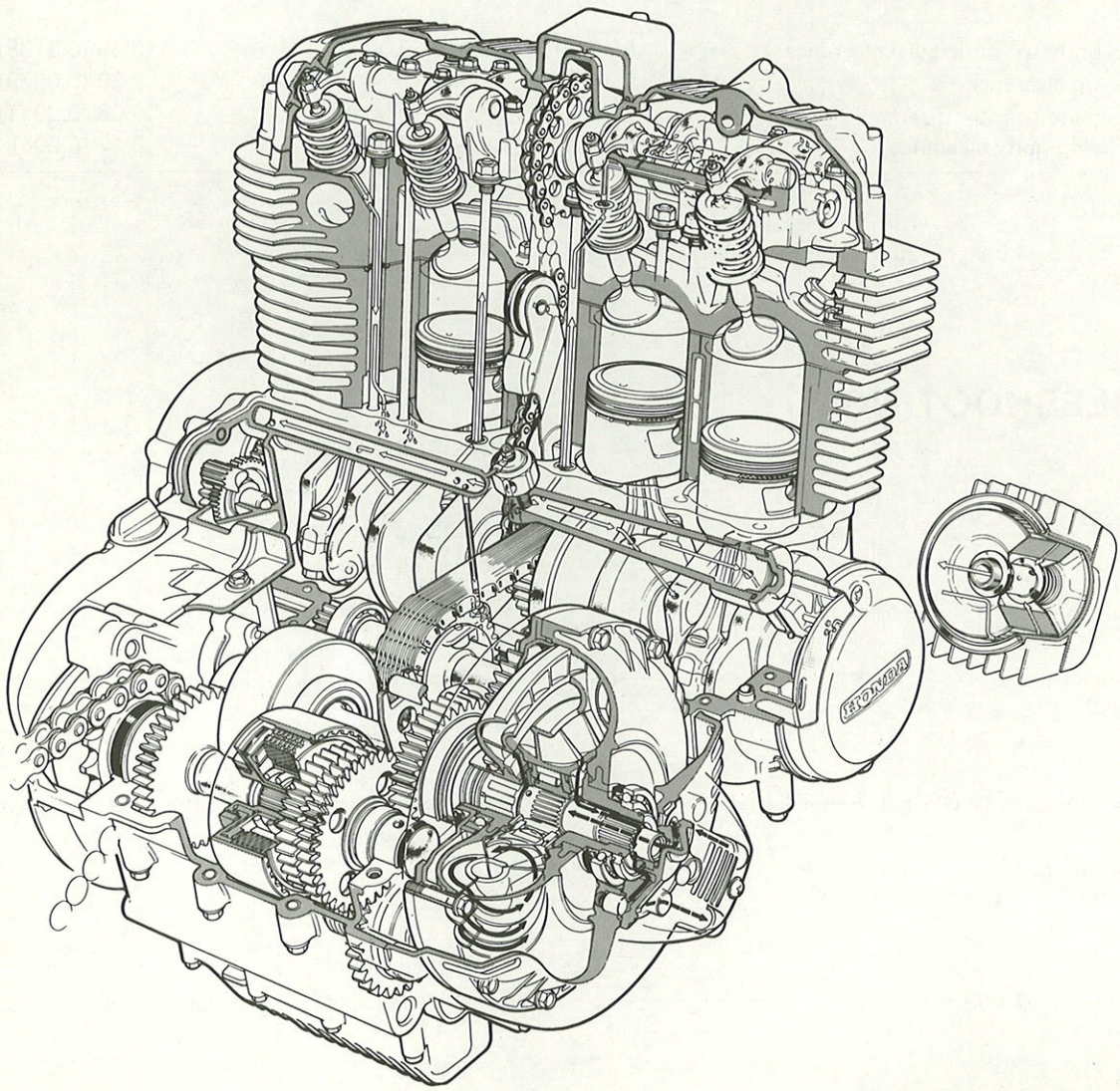
## ● LUBRICATION DIAGRAM





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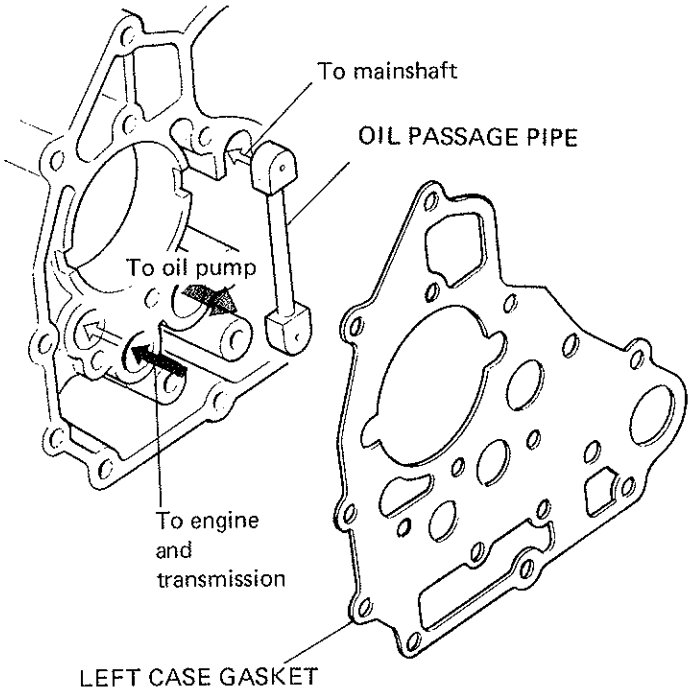
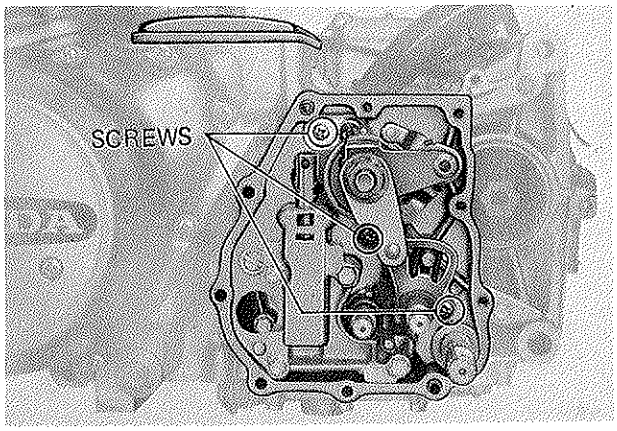
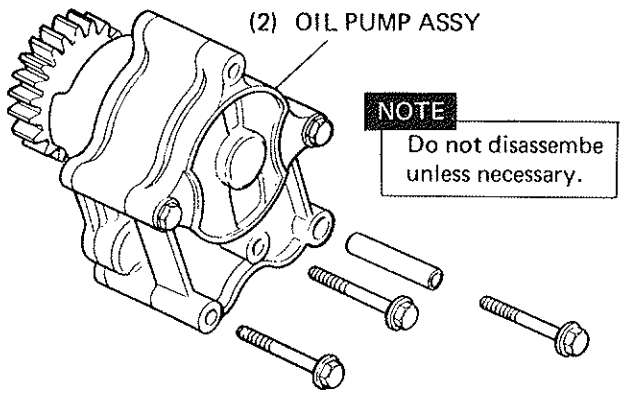
## • DISASSEMBLY/ASSEMBLY

### • OIL PUMP ASSEMBLY




(1) Remove the three screws attaching the left side case and remove the case assembly.

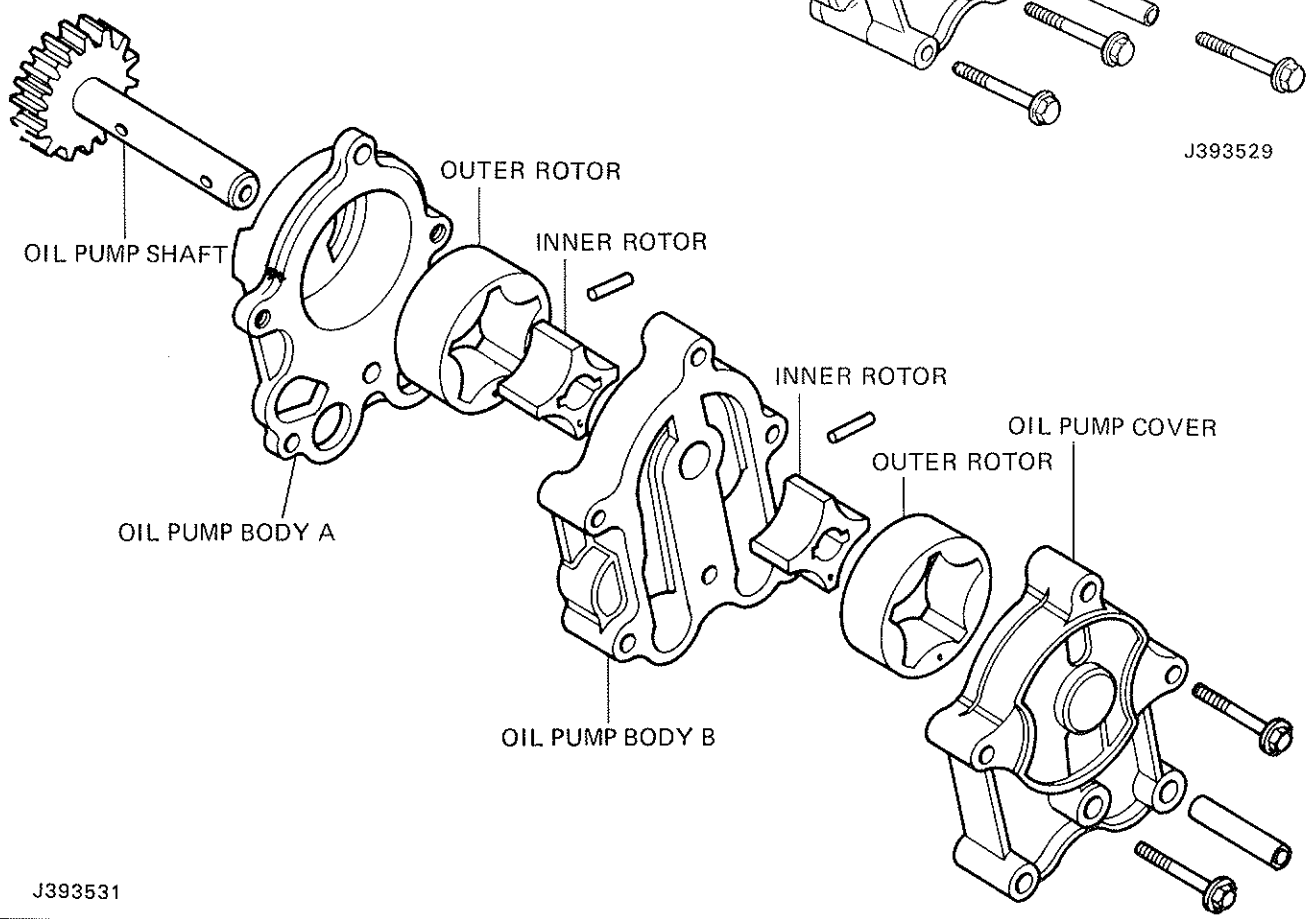



**NOTE**
Do not disassembe unless necessary.

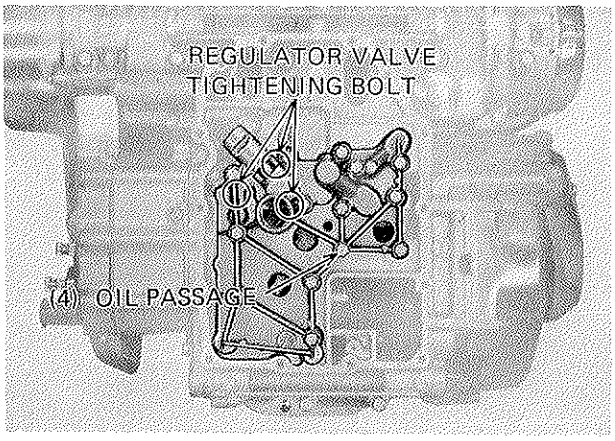
J393529

### • OIL PUMP




J393531

• REGULATOR VALVE




(5) REGULATOR VALVE

**NOTE**

Do not disassemble the regulator valve.

After installing the valve in the oil passage, install to the lower crankcase.

To drive clutch
To low clutch
To countershaft
To oil pump
To regulator valve
From manual valve
To torque converter
From oil pump
To manual valve
To mainshaft
From oil pump
(4) OIL PASSAGE BODY
To oil filter element
OIL PRESSURE RELIEF VALVE
OIL STOPPER PLATE
OIL SCREEN
(2) OIL PAN
(1) DRAIN BOLT
Replace when reassembling.
3.5–4.5 kg-m (25.3–32.5 lbs-ft.)

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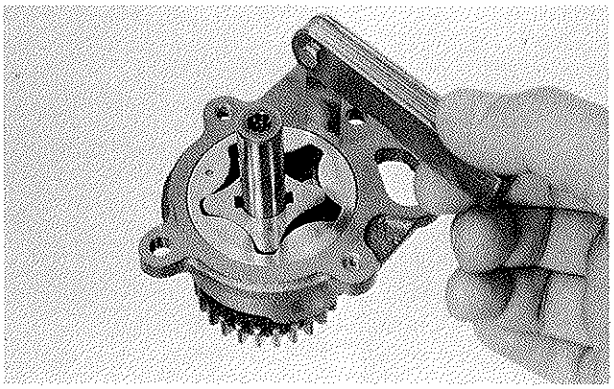
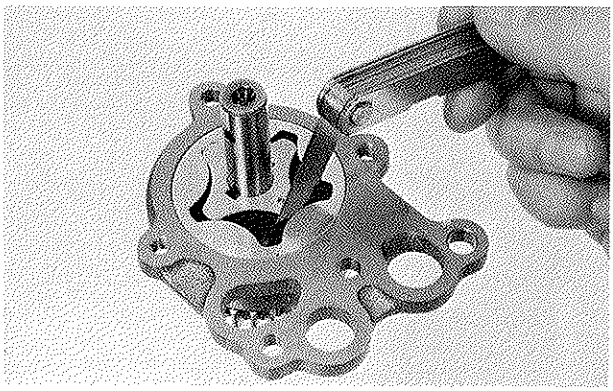
## • INSPECTION

- OIL PUMP BODY-TO-ROTOR RADIAL CLEARANCE



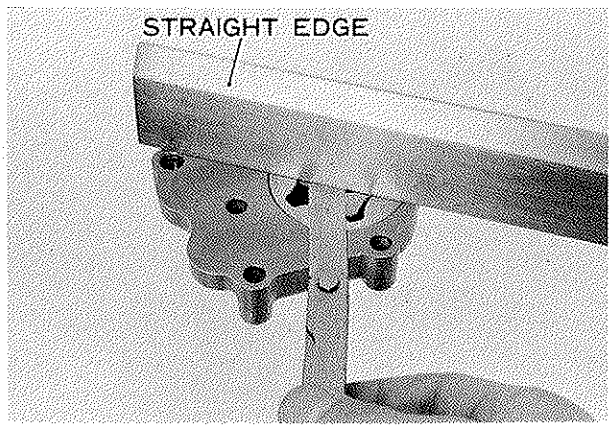
0.15–0.22 mm (0.0059–0.0087 in.)
Service Limit: 0.35 mm (0.0138 in.)

- OIL PUMP TIP CLEARANCE



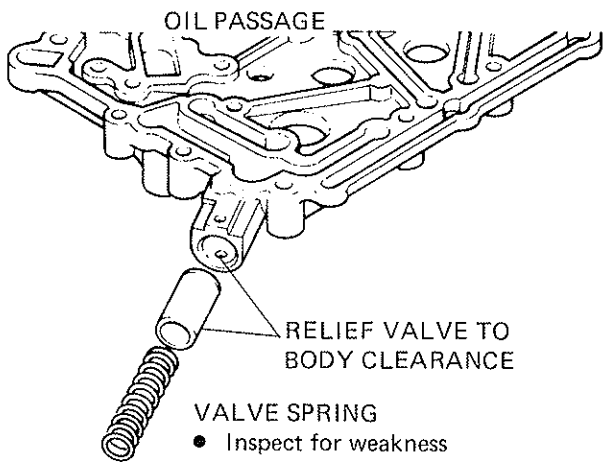
0.15 mm (0.0059 in.) max.
Service Limit: 0.20 mm (0.0079 in.)

- OIL PUMP BODY-TO-ROTOR CLEARANCE




0.02–0.06 mm (0.0008–0.0024 in.)
Service Limit: 0.08 mm (0.0031 in.)

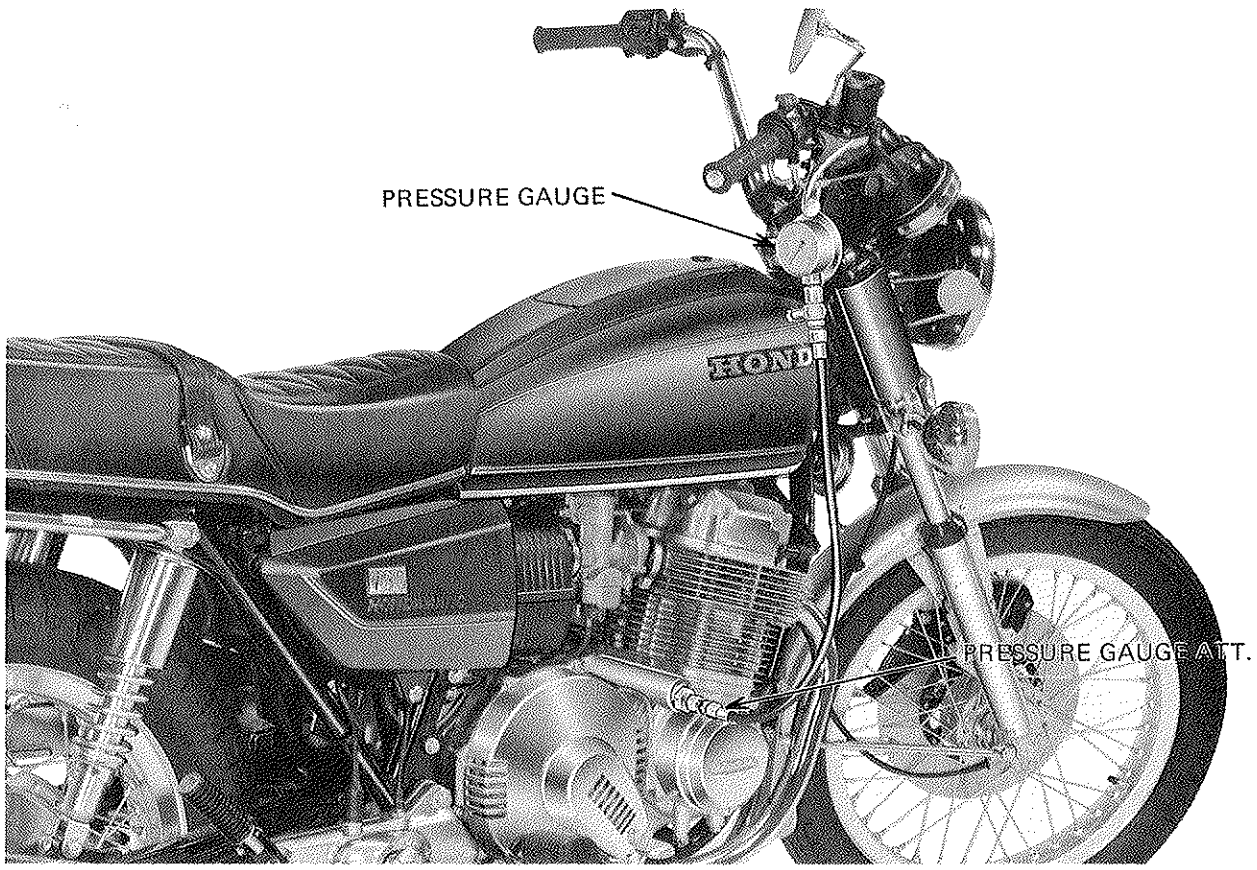
- RELIEF VALVE-TO-BODY CLEARANCE




0.025–0.070 mm (0.001–0.0028 in.)
Service Limit: 0.1 mm (0.004 in.)

## ● ENGINE OIL PRESSURE TEST

OIL PRESSURE:
3.5–4.5 kg/cm² (50–64 psi.) at 3,000 rpm.




(1) Place the motorcycle on its center stand and apply the parking brake.
(2) Warm up the engine until the idle speed stabilizes.
(3) Connect an oil pressure gauge and tachometer.
(4) Start the engine.
(5) Keep the engine speed at 3,000 rpm.
(6) Check the oil pressure in "N" position.



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# 10. VALVE SHIFT MECHANISM



## ● SERVICE INFORMATION

### SPECIFICATIONS

Unit: mm (in.)

| Item | Standard | Service Limit |
|---|---|---|
| Manual valve to manual valve shaft clearance | 0.015–0.045 (0.0006–0.0018) | 0.1 (0.004) |

### TORQUE VALUES

| | |
|---|---|
| Ratchet guide tightening nut | 1.0–1.4 kg-m (7.2–10.1 lbs.-ft.) |
| Shift pivot bolt | 2.3–2.7 kg-m (16.6–19.5 lbs.-ft.) |

## ● TROUBLESHOOTING

| SYMPTOM | POSSIBLE CAUSE |
|---|---|
| Engine turns, but motorcycle will not start | Broken shift valve pin |
| | Worn ratchet guide |
| Hard shifting | Defective clutch ("L" and "D") |
| Shift pedal not returned | Broken return spring |
| | Shift spindle and case binding |
| Transmission jumping out of gears | Defective neutral return mechanism |

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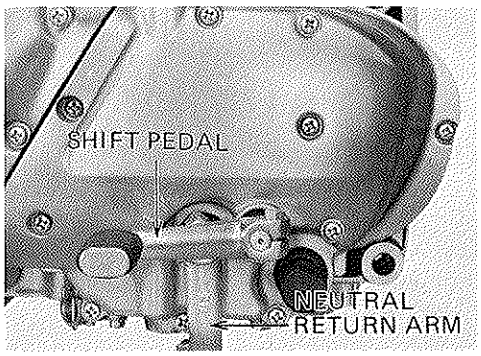
# VALVE SHIFT MECHANISM

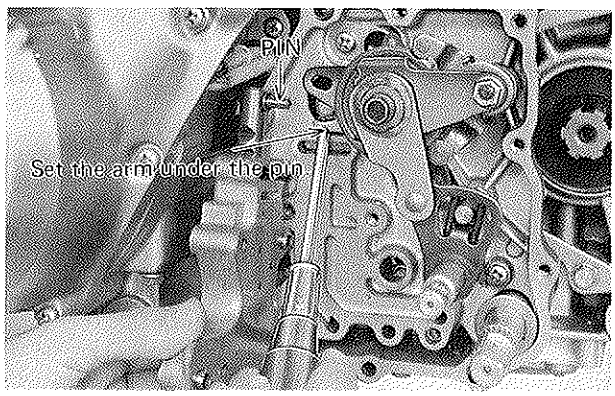
## ● DISASSEMBLY/ASSEMBLY

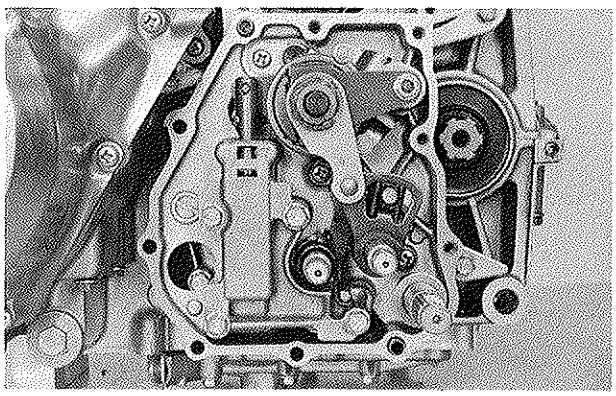
(1) Remove the shift pedal, neutral return arm and cover.




After assembling, adjust the neutral return arm. (See page 4–22)







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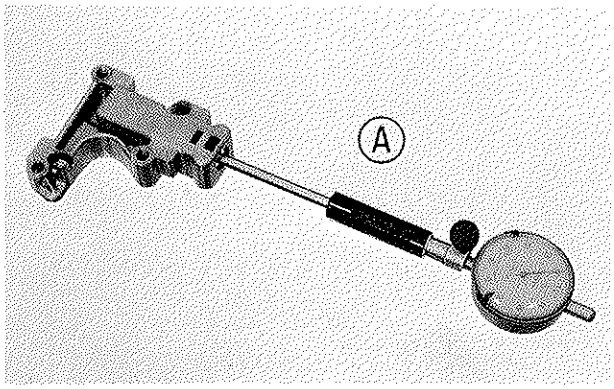
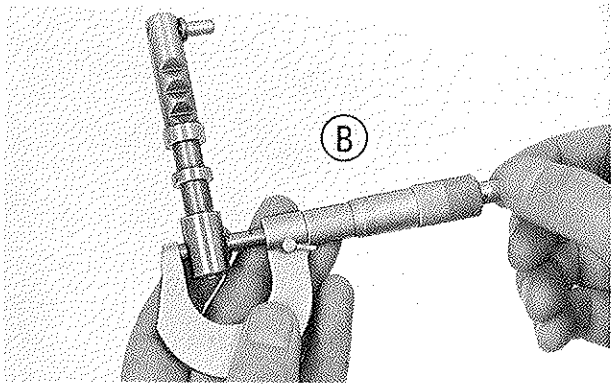
## ● INSPECTION

### • MANUAL VALVE-TO-SHAFT CLEARANCE




(A) – (B) Difference between (A) and (B)

| |
|---|
| 0.015–0.045 mm (0.0006–0.0018 in.)<br>Service Limit: 0.10 mm (0.004 in.) |

### • CHANGE SWITCH

Change switch inspection page 14–14.

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# 11. TRANSMISSION/CLUTCH



## ● SERVICE INFORMATION

### SPECIFICATIONS

Unit: mm (in.)

| Item | | Standard | Service Limit |
|---|---|---|---|
| L/D clutch initial clearance | | 0.5—0.8 (0.020—0.031) | — |
| Clutch return spring free length | | 39.7 (1.56) | 36.0 (1.42) |
| Clutch disc thickness | | 1.95—2.05 (0.0768—0.0807) | 1.9 (0.075) |
| Clutch plate thickness | | 1.95—2.05 (0.0768—0.0807) | 1.9 (0.075) |
| Clutch end plate thickness | (1) | 1.8 (0.071) | 1.6 (0.063) |
| | (2) | 2.1 (0.083) | 1.9 (0.075) |
| | (3) | 2.4 (0.094) | 2.2 (0.087) |
| | (4) | 2.7 (0.106) | 2.5 (0.098) |
| | (No mark) | 3.0 (0.118) | 2.8 (0.110) |
| | (6) | 3.3 (0.130) | 3.1 (0.122) |

### TORQUE VALUES

| | |
|---|---|
| Crankcase bolt (8 mm) | 2.0—2.5 kg-m (14.5—18.1 lbs.-ft.) |
| Crankcase bolt (6 mm) | 1.0—1.4 kg-m ( 7.2—10.1 lbs.-ft.) |

### SPECIAL TOOL

CLUTCH SPRING COMPRESSER 07960—6120000

## ● TROUBLESHOOTING

| SYMPTOM | POSSIBLE CAUSE |
|---|---|
| Motorcycle will not start in "L" (start in "D") | Damaged "L" gears |
| Motorcycle will not start in "D" (start in "L") | Defective "L" clutch |
| Poor acceleration at start in "L" | Damaged "D" gears |
| Poor acceleration at start in "D" | Defective "D" clutch |

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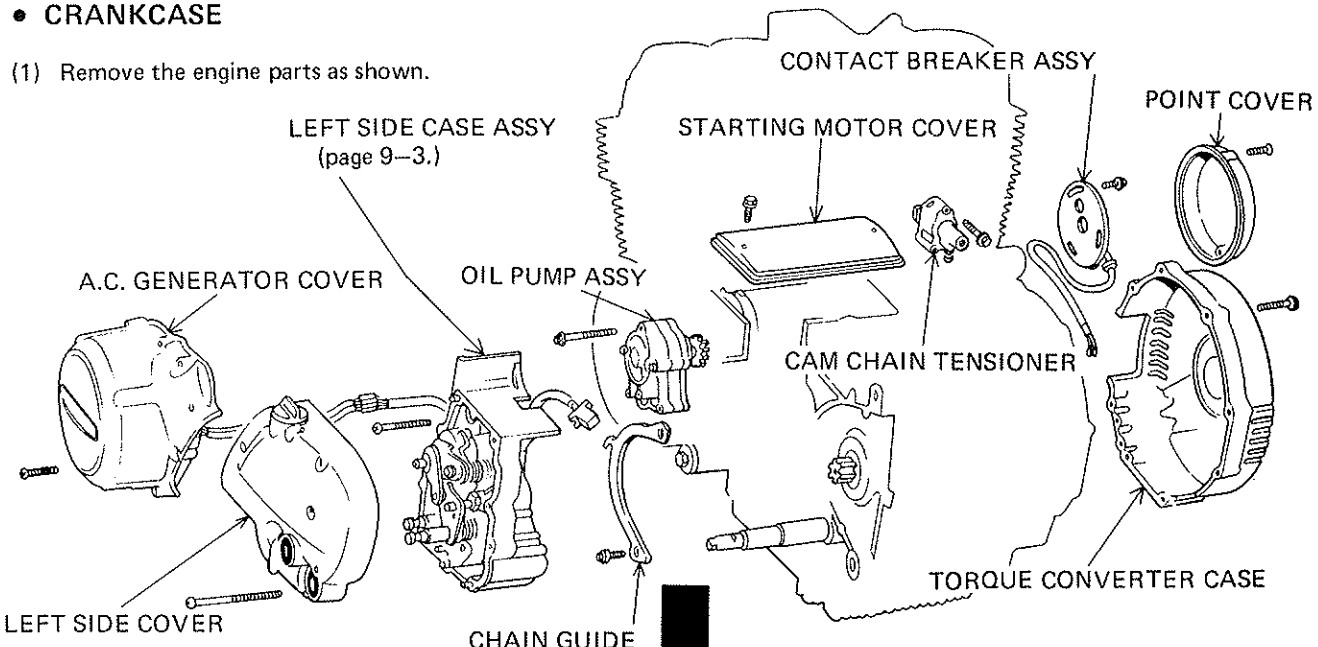
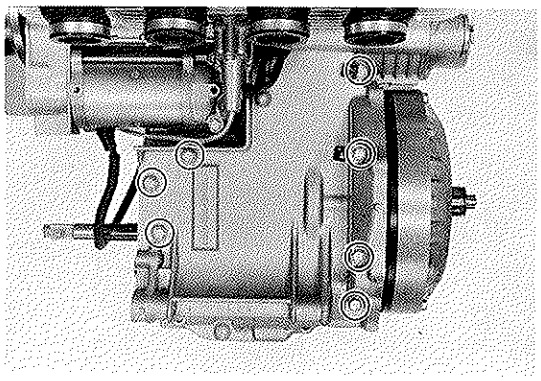
## ●DISASSEMBLY/ASSEMBLY

### • CRANKCASE

(1) Remove the engine parts as shown.

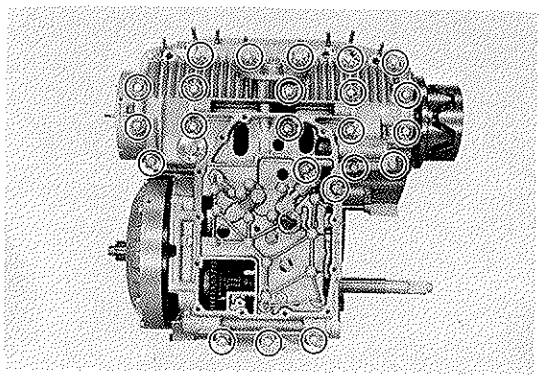



(2) Remove the upper engine bolts as shown.



(3) Remove the lower engine bolts as shown.

**NOTE**
During reassembly, apply a coat of liquid sealant. Evenly coat the lower case surface.



TIGHTENING TORQUE

| | |
|---|---|
| 8 mm: | 2.0–2.5 kg-m (14.5–18.1 lbs.-ft.) |
| 6 mm: | 1.0–1.4 kg-m ( 7.2–10.1 lbs.-ft.) |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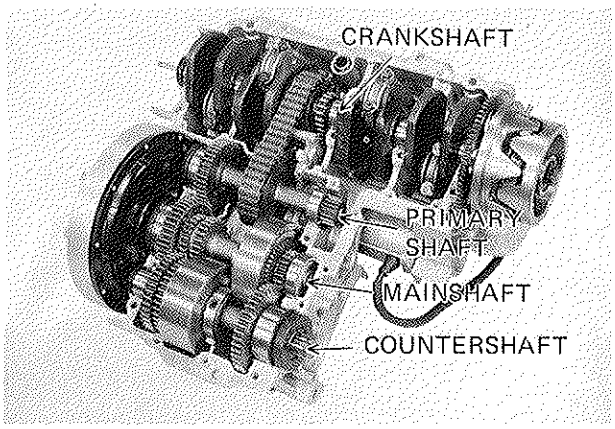
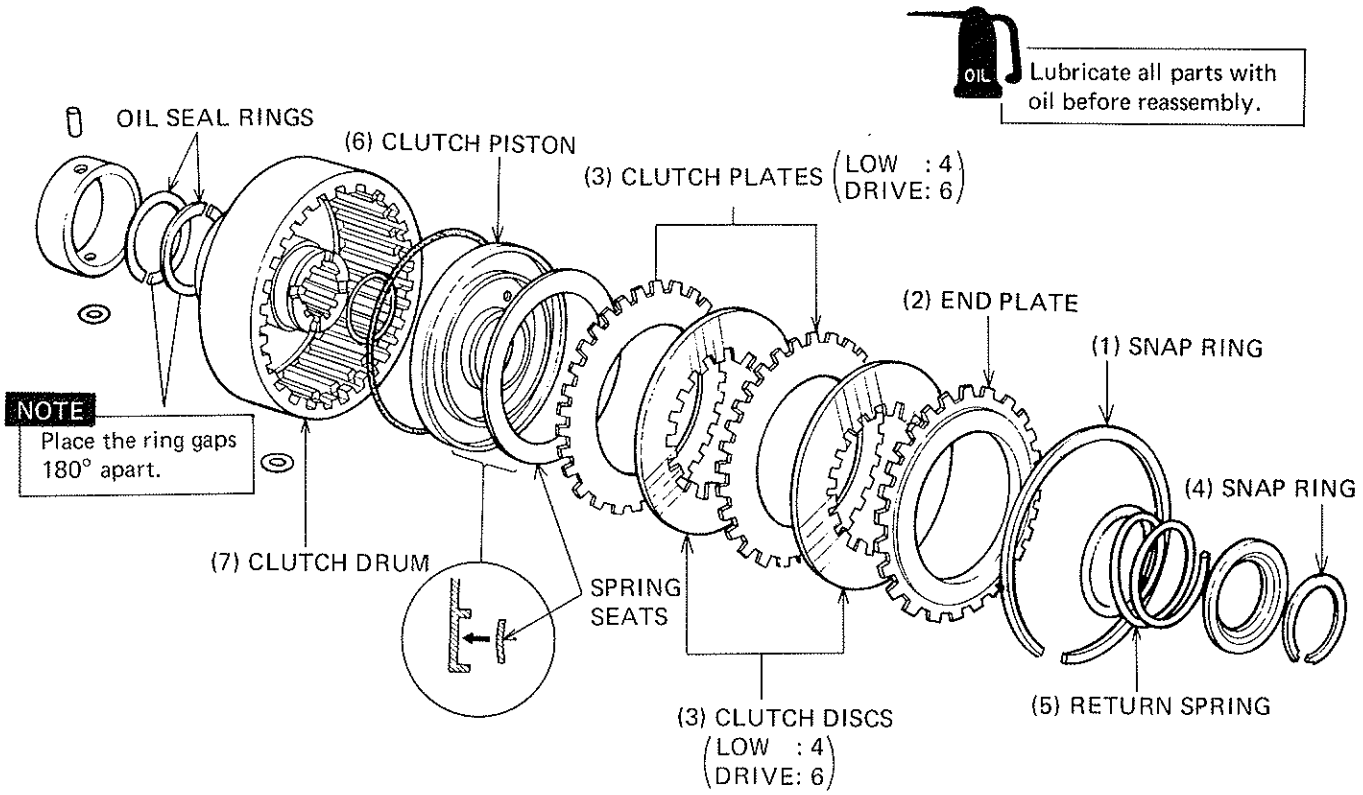
• TRANSMISSION



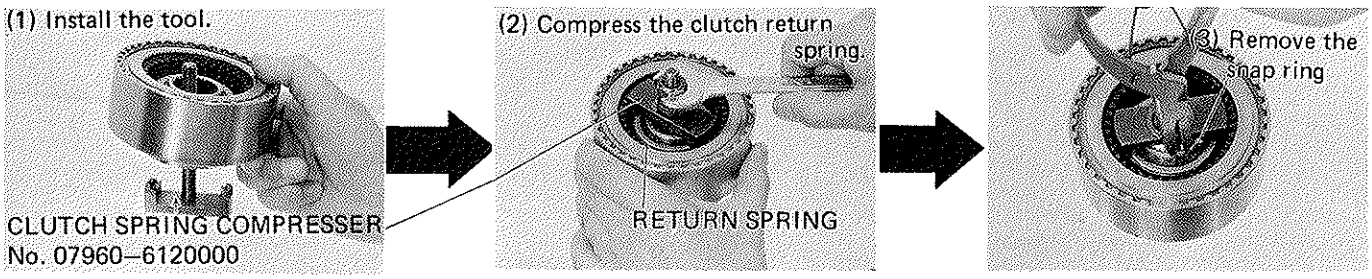

OIL

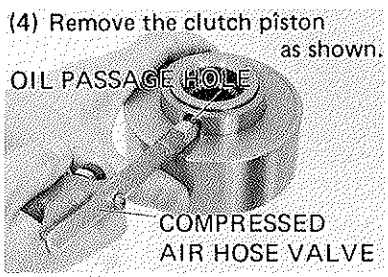
Lubricate all parts with oil before reassembly.

## • LOW/DRIVE CLUTCHES



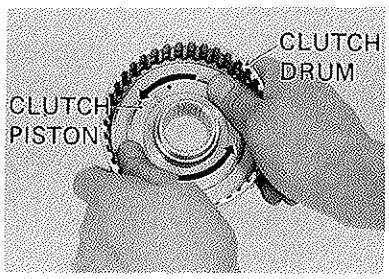

## • REMOVE CLUTCH PISTON




## • INSTALL CLUTCH PISTON

NOTE
Lubricate O-ring thoroughly prior to installing clutch piston.




Apply pressure and rotate to ensure proper seating



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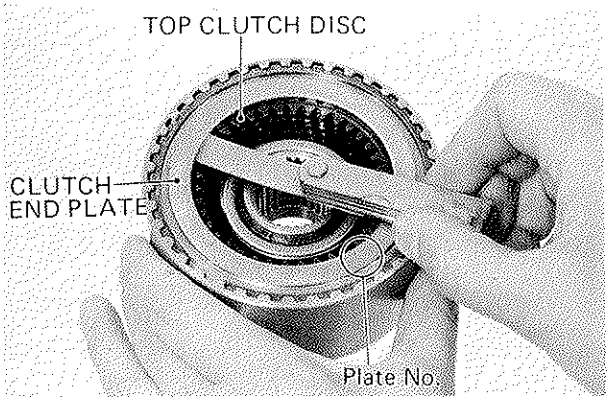
- **CLUTCH DISC PLATE ASSEMBLY**

Measure clearance between the clutch end plate and top clutch disc.

**NOTE**

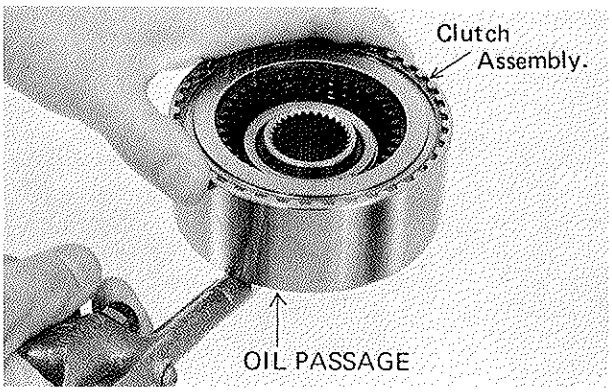
Take care not to damage the friction disc when measuring the clutch end clearance.




Service Limit: 0.5–0.8 mm (0.020–0.031 in.)

If not within service limit, select a new clutch end plate from the following table.

| Part No. | Plate No. | Thickness |
|---|---|---|
| 22551–612–000 | 1 | 1.8 mm (0.071 in.) |
| 22552–612–000 | 2 | 2.1 mm (0.083 in.) |
| 22553–612–000 | 3 | 2.4 mm (0.094 in.) |
| 22554–612–000 | 4 | 2.7 mm (0.106 in.) |
| 22555–612–000 | no mark. | 3.0 mm (0.118 in.) |
| 22556–612–000 | 6 | 3.3 mm (0.130 in.) |

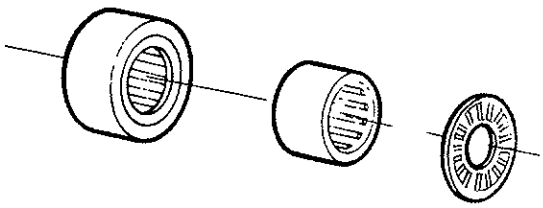



Check the clutch engagement by directing air pressure to an oil passage in the clutch drum hub. Remove the air pressure and check that the clutch is released.

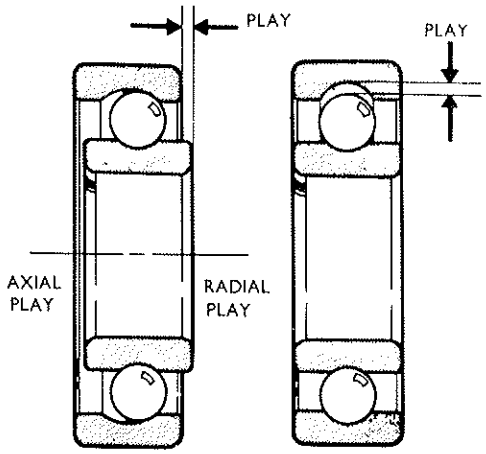
## ● INSPECTION

### ● NEEDLE BEARING

Inspect for galling, damaged rollers, and freedom of movement.

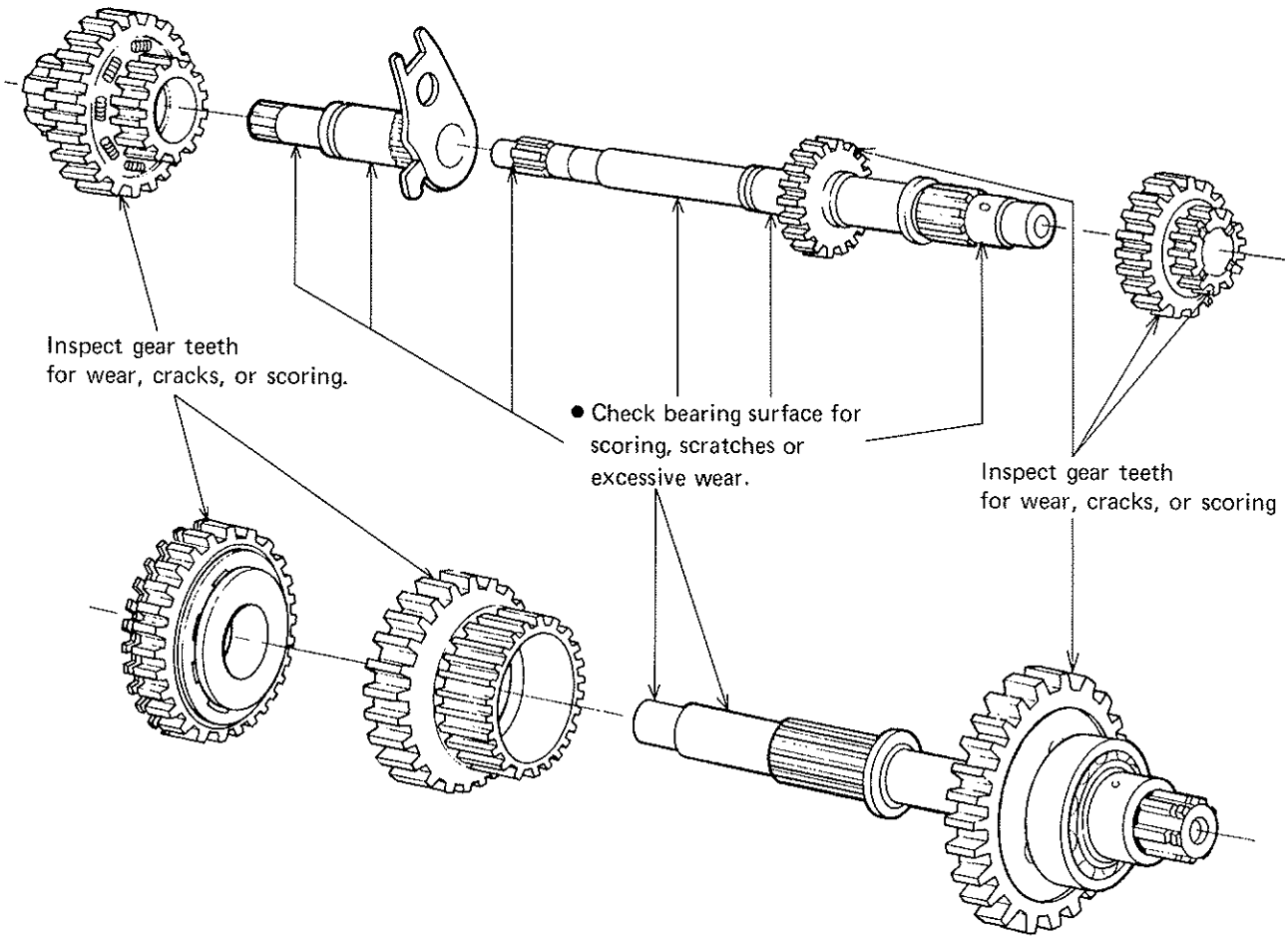


### ● BALL BEARING




Replace if excesively worn.

### ● MAINSHAFT/GEARS/STATOR SHAFT/ INPUT SHAFT/COUNTERSHAFT



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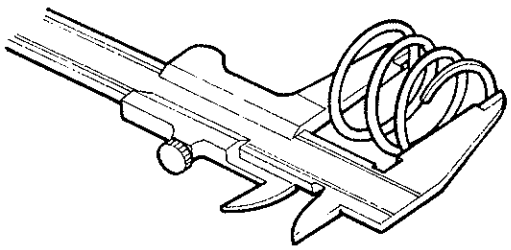
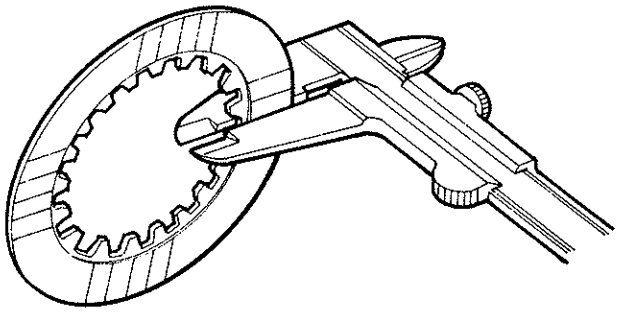
- CLUTCH RETURN SPRING FREE LENGTH



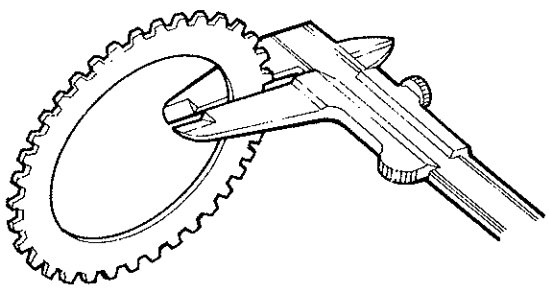
| | |
|---|---|
| | 39.7 mm (1.56 in.) |
| Service Limit: | 36.0 mm (1.42 in.) |

- CLUTCH DISC THICKNESS



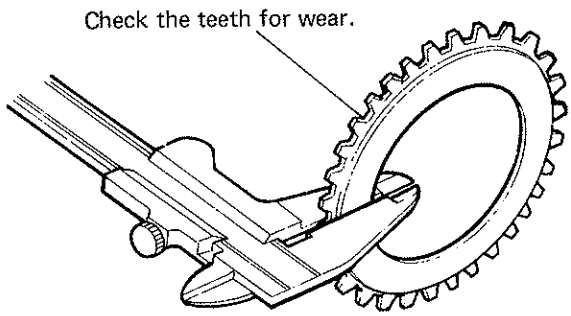
1.95–2.05 mm (0.0768–0.0807 in.)
Service Limit: 1.9 mm (0.075 in.)

- CLUTCH PLATE THICKNESS



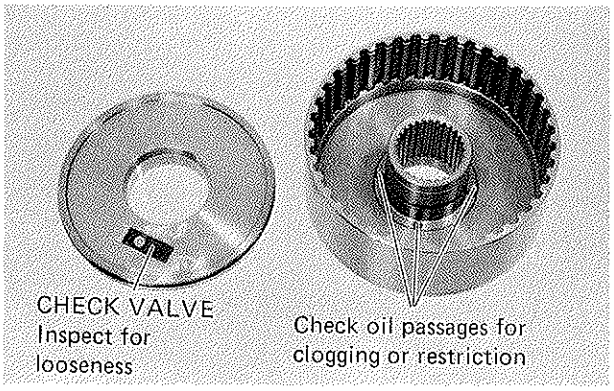
1.95–2.05 mm (0.0768–0.0807 in.)
Service Limit: 1.9 mm (0.075 in.)

- CLUTCH END PLATE THICKNESS




| Part No. | Thickness | Service Limit |
|---|---|---|
| 1 | 1.8 mm (0.071 in.) | 1.6 mm (0.063 in.) |
| 2 | 2.1 mm (0.083 in.) | 1.9 mm (0.075 in.) |
| 3 | 2.4 mm (0.094 in.) | 2.2 mm (0.087 in.) |
| 4 | 2.7 mm (0.106 in.) | 2.5 mm (0.098 in.) |
| no mark | 3.0 mm (0.118 in.) | 2.8 mm (0.110 in.) |
| 6 | 3.3 mm (0.130 in.) | 3.1 mm (0.122 in.) |

- CLUTCH AND RELATED PARTS





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# 12. CRANKSHAFT/CONNECTING ROD/PRIMARY SHAFT/ KICK STARTER



## SERVICE INFORMATION

### SELECTION OF BEARING AND INSPECTION OF OIL CLEARANCE

1. Always check the oil clearance after installing a new bearing.
2. Use a chamois or lint-free cloth to clean the bearings.
3. When installing a bearing, align the tab with the groove in the crankcase.
4. Tighten the bearing cap in the correct sequence and to the correct torque.
5. Do not file or sand the crankshaft journals and crankpins.
6. When installing the bearings, apply clean engine oil or molybdenum disulfide base grease.
7. After installing the connecting rods and crankcase, check that the crankshaft rotates freely.
8. After assembling, check the engine idle speed.

### SPECIFICATIONS

Unit: mm (in.)

| Item | Standard | Service Limit |
|---|---|---|
| Crankshaft runout | 0.03 (0.0012) | 0.05 (0.002) |
| Crankshaft journal out of round | 0.005 (0.0002) | 0.010 (0.0004) |
| Crankshaft journal taper | 0.005 (0.0002) | 0.010 (0.0004) |
| Crankshaft journal oil clearance | 0.02—0.04 (0.0008—0.0016) | 0.08 (0.0031) |
| Crankshaft journal O.D. | 35.99—36.00 (1.4169—1.4173) | 35.94 (1.415) |
| Crankpin O.D. | 35.99—36.00 (1.1469—1.4173) | 35.94 (1.415) |
| Connecting rod small end oil clearance | 0.02—0.04 (0.0008—0.0016) | 0.08 (0.0031) |
| Connecting rod side clearance | 0.15—0.30 (0.0059—0.0118) | 0.40 (0.0157) |

### TORQUE VALUES

| | |
|---|---|
| Connecting rod nut | 1.8—2.2 kg-m (13.0—15.9 lbs.-ft.) |
| A.C. generator rotor bolt | 10.0—12.0 kg-m (72.3—86.81 lbs.-ft.) |

### SPECIAL TOOLS

| | |
|---|---|
| BEARING DRIVER | 07947—6340000 |

## TROUBLESHOOTING

| SYMPTOM | POSSIBLE CAUSE |
|---|---|
| Engine starts but stops soon | Burnt main bearing |
| | Burnt connecting rod |
| Hard starting | Main bearing worn or damaged |
| | Connecting rod worn or damaged |
| | Crankpin worn |
| Engine cranks but will not start | Connecting rod not installed properly |

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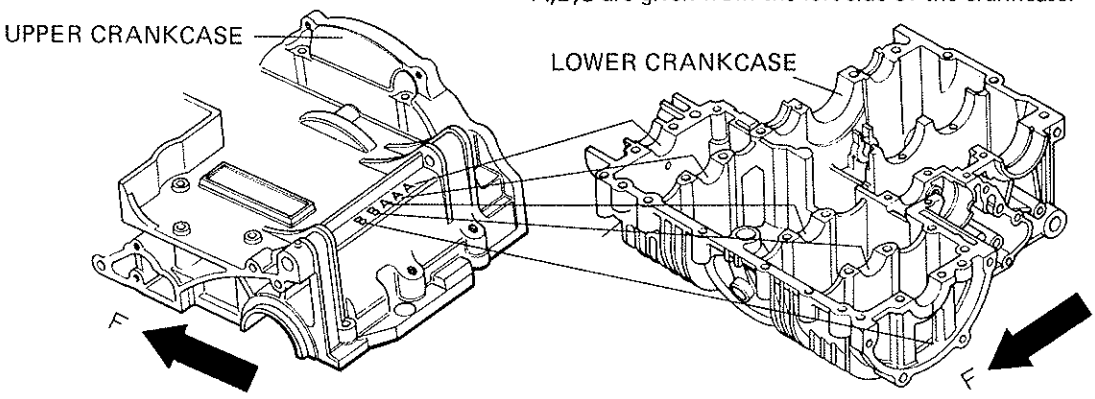
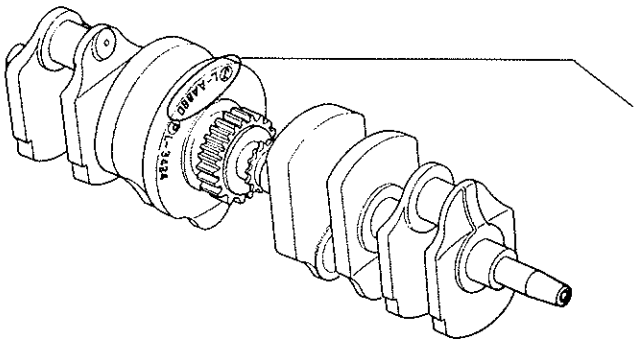
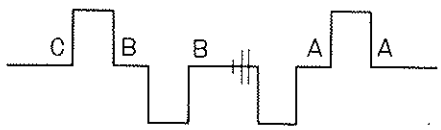
## • MAIN BEARING SIZE NUMBER LOCATION

The crankcase main bearing size numbers are punched on the rear side of the upper crankcase.
A,B,C are given from the left side of the crankcase.




## • CRANKPIN SIZE MARK LOCATION

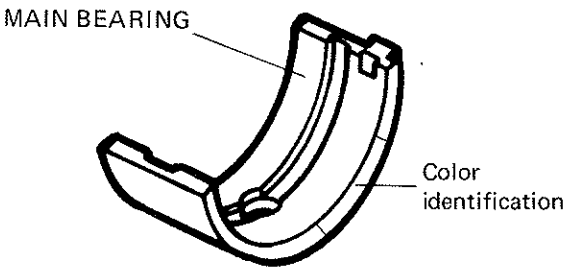





Contact breaker side  Alternator side

The crankpin size marks are stamped on the side of the crankshaft weight which faces the drive sprocket.

(J) → Shows the crankshaft journals.
L. → Means that the marks A, B. . . C are given from the left side of crankshaft.
A. → Shows the size of the crankshaft journal located at the extreme left side.
A. → Shows the size of the second crankshaft journal from the left side.
B. → Shows the size of the third crankshaft journal from the left side.
B. → Shows the size of the fourth crankshaft journal from the left side.
C. → Shows the size of the crankshaft journal located at the extreme right side.




- When replacing, select the correct size according to the chart below.

For Assembly of main bearing, refer to page 12–5.

**Selection table of crankshaft bearing**

(Oil clearance 20~46μ)

| Crankcase allowance 39φ \ Crankshaft Journal allowance 36φ | | A<br>0 ~ −0.005 | B<br>−0.005 ~ −0.010 | C<br>−0.010 ~ −0.015 |
|---|---|---|---|---|
| C | +0.024<br>+0.016 | B<br>(BROWN) | B<br>(BROWN) | A<br>(BLACK) |
| B | +0.016<br>+0.008 | C<br>(GREEN) | C<br>(GREEN) | B<br>(BROWN) |
| A | +0.008<br>0 | D<br>(YELLOW) | D<br>(YELLOW) | C<br>(GREEN) |

**NOTE**
When assembling, use the main bearing having the same mark.



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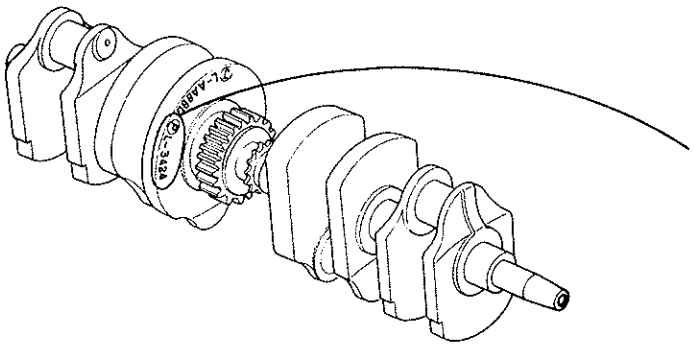
## • CRANKPIN INDEX MARK LOCATION



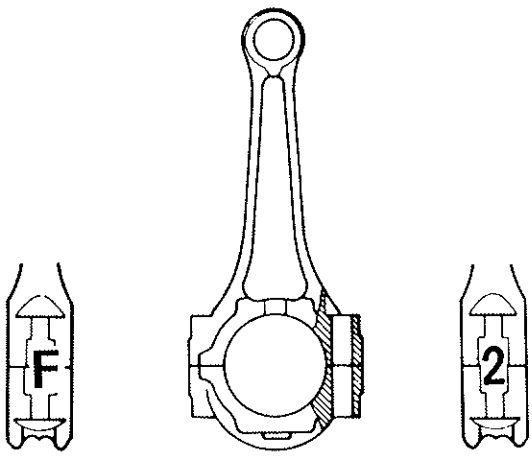
The crankpin index marks are stamped on the left side of the crankshaft weight and is located in the same position as the crankshaft journal size marks.

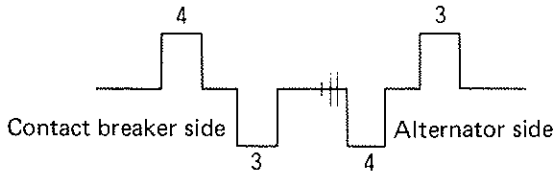
(P): Shows the crankpin

L: Means that the marks 3.4 - - - 4 are given from the left side of crankshaft.

3434: Shows the sizes of the crankpins from the left side.

## • WEIGHT IDENTIFICATION OF CONNECTING RODS




- If connecting rod replacement is necessary, determine and record each connecting rod weight mark. Then, select the connecting rod bearings having the same weight mark.

**Weight I.D. mark**

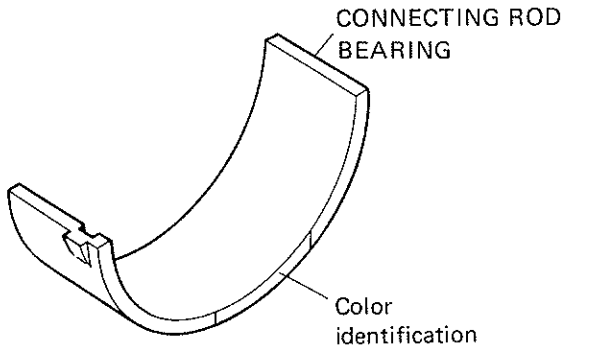
| MARK | PARTS NO. |
|---|---|
| D | 13204–300–000 |
| F | 13206–300–000 |
| J | 13208–300–000 |

- When replacing, select the same mark of the connecting rod and the proper metal according to the charts given below.
For assembly of connecting rod bearing, refer to page 12-5.

**Selection table of connecting rod bearing**

(Oil clearance 20~46μ)

| Connecting rod allowance 39φ \ Crank pin allowance 36φ | | 3 | 4 | 5 |
|---|---|---|---|---|
| | | 0 ~ −0.005 | −0.005 ~ −0.010 | −0.010 ~ −0.015 |
| 3 | +0.024 +0.016 | B (BROWN) | B (BROWN) | A (BLACK) |
| 2 | +0.016 +0.008 | C (GREEN) | C (GREEN) | B (BROWN) |
| 1 | +0.008 0 | D (YELLOW) | D (YELLOW) | C (GREEN) |




**NOTE**

When assembling, use the connecting rod bearing having the same mark.

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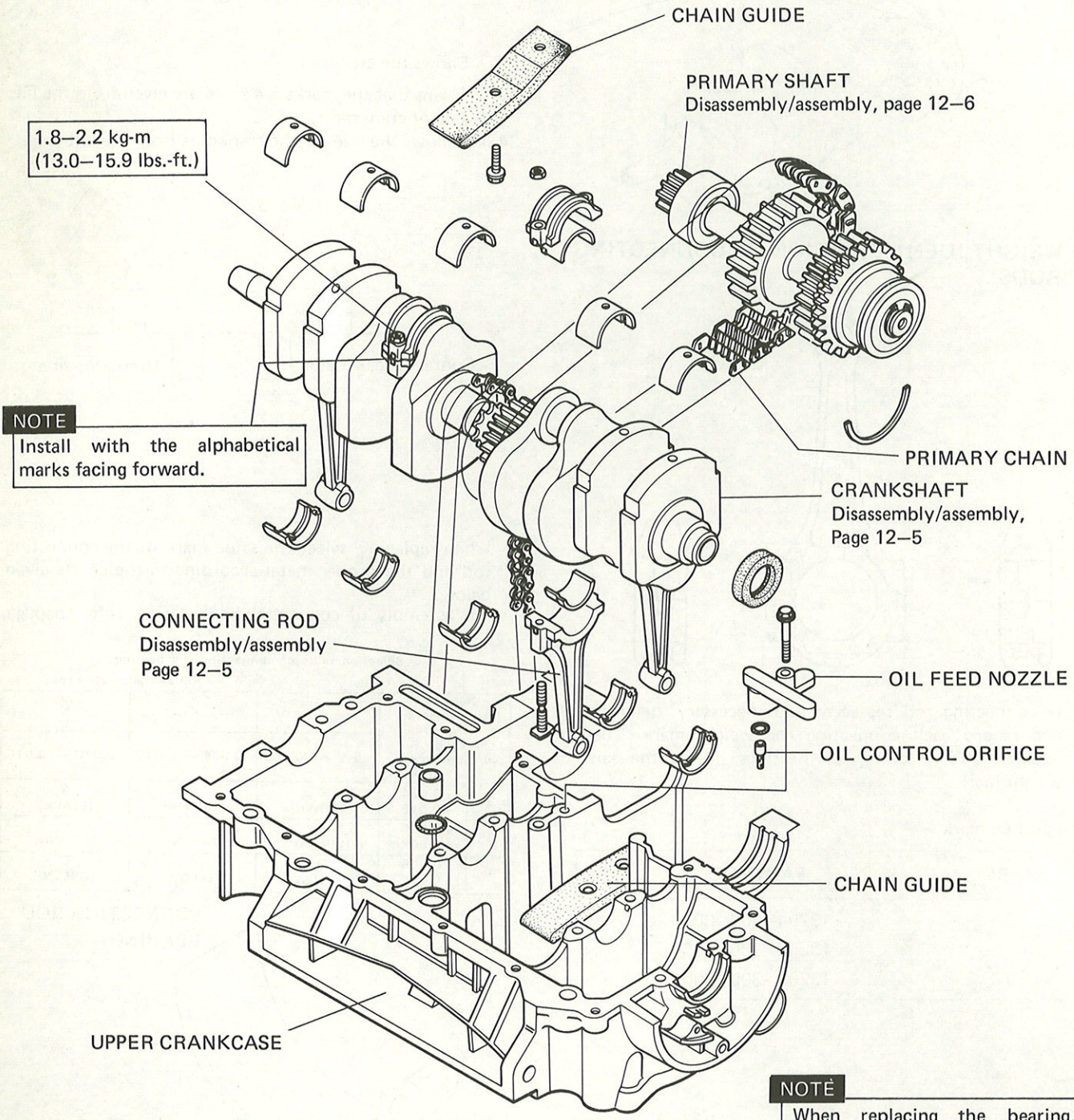
## ● DISASSEMBLY/ASSEMBLY

(1) Remove the lower crankcase.
(2) Remove the cylinder and the pistons.
(3) Remove the A.C. generator.




NOTE
When replacing the bearing, select the correct bearing so that the I.D. mark of the crankshaft corresponds to the connecting rod.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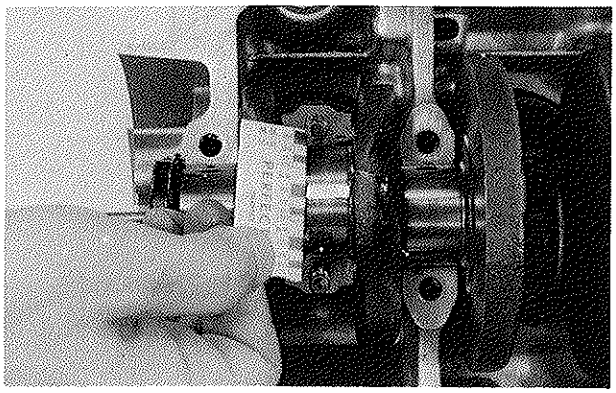
## • CONNECTING ROD BEARING ASSEMBLY



(1) Remove the caps and bearings.
(2) Lay a strip of plastigage lengthwise on the crankpin.
(3) Install the cap and tighten the cap nuts to 1.8–2.2 kg-m (13.0–15.9 lbs-ft.)
(4) Remove the cap and measure the amount of widest flattening with the scale printed on the gauge bag.

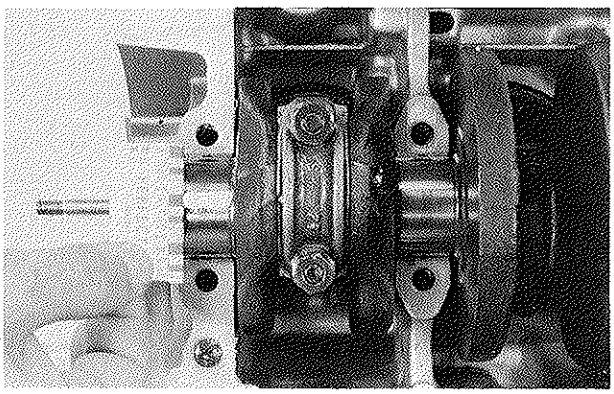
| | |
|---|---|
| Bearing Clearance | Standard 0.02–0.04 mm (0.0008–0.0016 in.) |
| | Service Limit 0.08 mm (0.0031 in.) |

* If the bearing clearance is beyond the tolerance, check the connecting rod and crankpin for wear. If they are not worn, replace the bearings with the undersize bearing and recheck the clearance.

**NOTE**

Do not rotate the crankshaft during the inspection and tighten connecting rod cap, to the specific torque.

## • MAIN BEARING ASSEMBLY



(1) Remove the caps and bearings.
(2) Lay a strip of plastigage lengthwise on the crankshaft journal. Install cranshaft.
(3) Install the lower crankcase.
Install the crankcase bolts, tightening to 2.3–2.5 kg-m (16.6–18.1 lbs-ft.).
(4) Remove the lower crankcase and measure the amount of widest flattening with the scale printed on the gauge bag.

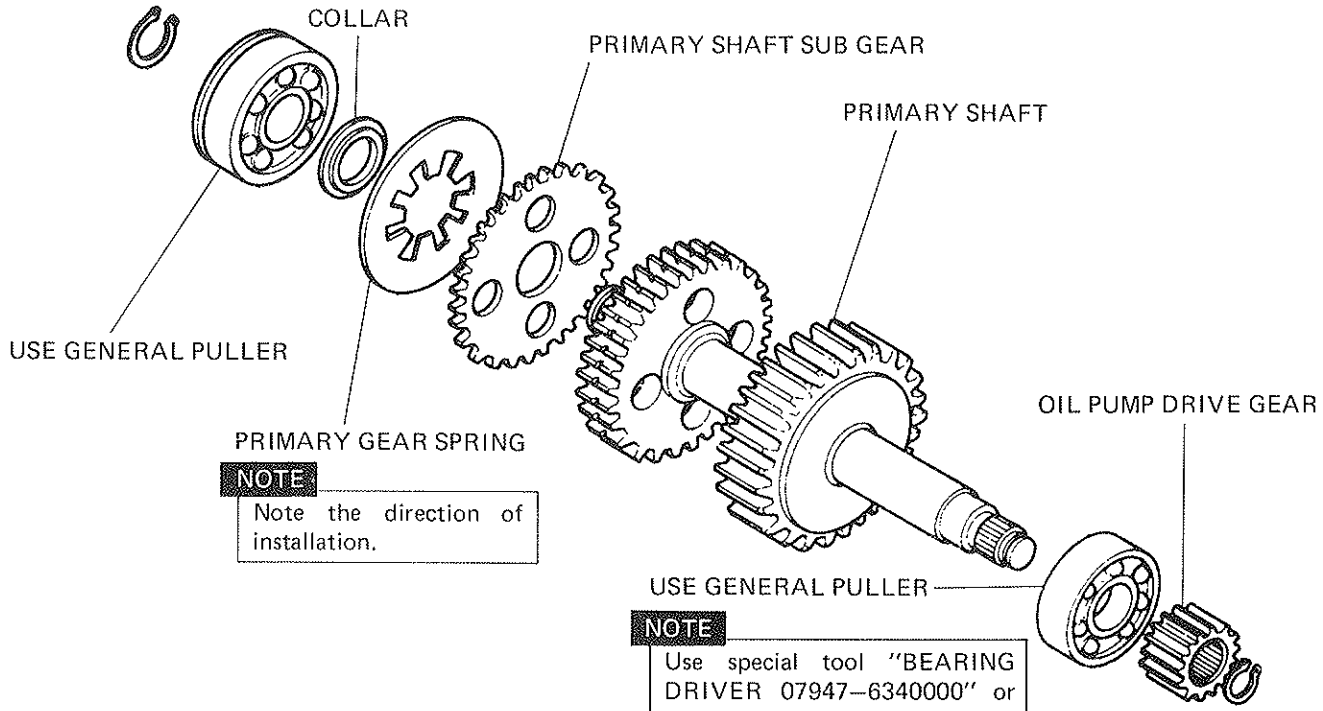
| | |
|---|---|
| Bearing Clearance | Standard 0.02–0.04 mm (0.0008–0.0016 in.) |
| | Service Limit 0.08 mm (0.0031 in.) |

* If the bearing clearance is beyond tolerance, check the crankcase and journal for wear. If they are not worn, replace the bearings with the undersize bearings and recheck the clearance.

**NOTE**

Do not rotate the crankshaft during the inspection and tighten each nut in X pattern to the specific torque.

## • PRIMARY SHAFT

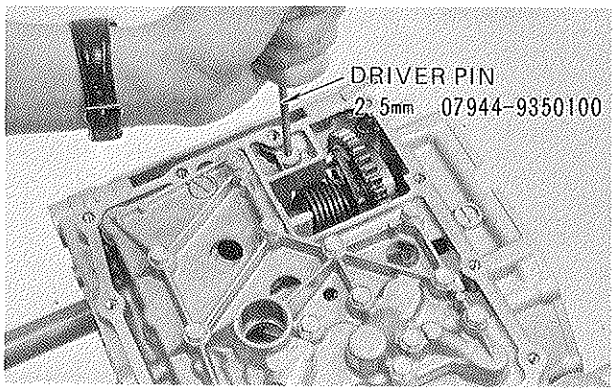



**NOTE**
Note the direction of installation.

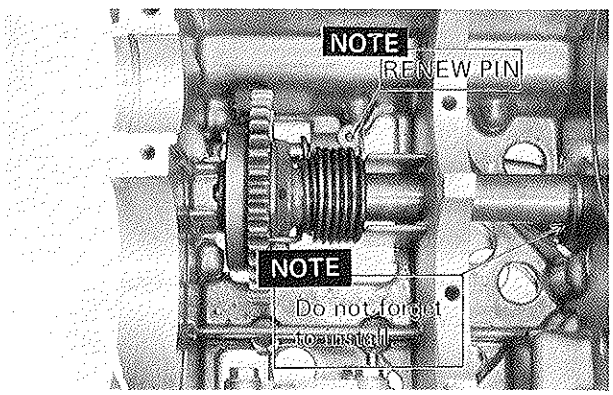
**NOTE**
Use special tool "BEARING DRIVER 07947–6340000" or 07945–8150000 to press fit the bearing.

## • PRIMARY KICK

• DISASSEMBLY




• ASSEMBLY





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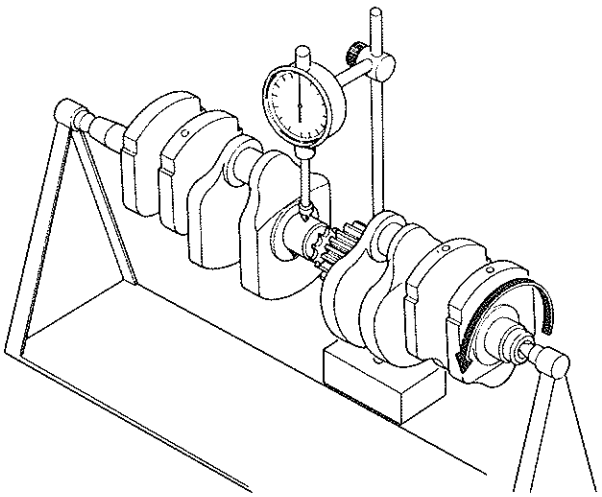
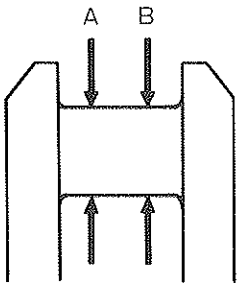
# • INSPECTION

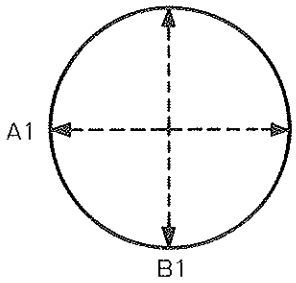
• CRANKSHAFT RUNOUT



TAPER




OUT OF ROUND




CRANKSHAFT RUNOUT

| |
|---|
| 0.03 mm (0.0012 in.)<br>Service Limit: 0.05 mm (0.002 in.) |

CRANKSHAFT JOURNAL/CRANKPIN O.D.

| |
|---|
| 35.99–36.00 mm (1.4169–1.4173 in.)<br>Service Limit : 35.94 mm (1.415 in.) |

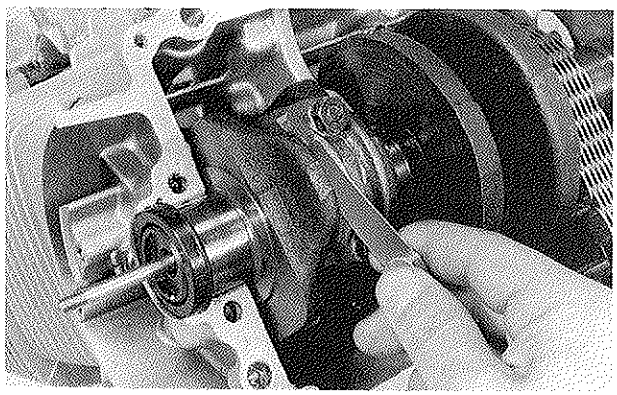
CRANKSHAFT JOURNAL TAPER

| |
|---|
| 0.005 mm (0.0002 in.)<br>Service Limit: 0.010 mm (0.0004 in.) |

CRANKSHAFT JOURNAL OUT OF ROUND

| |
|---|
| 0.005 mm (0.0002 in.)<br>Service Limit: 0.010 mm (0.0004 in.) |

• CONNECTING ROD SIDE CLEARANCE



| |
|---|
| 0.15–0.30 mm (0.0059–0.0118 in.)<br>Service Limit: 0.40 mm (0.0157 in.) |

Replace with a new one, if it is out of limit.

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# 13. CARBURETOR



## ● SERVICE INFORMATION

### CARBURETOR SETTING CHART

| Item \ Setting No. | '76 model | '77 model | '78 model |
|---|---|---|---|
| | PD44A | PD44B | PD43A |
| Standard main jet No. | 102 | 108 | ← |
| Standard slow jet No. | 38 | ← | ← |
| Standard air jet No. | 150 | 200 | 200 |
| Standard slow air jet No. | 150 | ← | ← |
| Standard jet needle setting | 3rd notch | ← | — |
| Pilot screw opening | 1 1/4 turn | 1 turn | 1 1/8 turn |
| Float height | 14.5 mm (0.571 in.) | 12.5 mm (0.492 in.) | ← |
| Idle speed | 950 ± 100 rpm/N | ← | ← |

## ● TROUBLESHOOTING

- **Engine Cranks But Won't Start**
  1. No fuel in tank
  2. No fuel getting to cylinders
  3. Too much fuel getting to cylinders
  4. No spark at plugs — (ignition malfunction)
  5. Air cleaner clogged

- **Engine Idles Roughly, Stalls, or Runs Poorly**
  1. Idle speed incorrect
  2. Ignition malfunction
  3. Low compression
  4. Rich mixture
  5. Lean mixture
  6. Air cleaner clogged
  7. Air leaking into manifold
  8. Fuel contaminated
  9. Carburetors not synchronized

- **Lean Mixture**
  1. Carburetor fuel jets clogged
  2. Throttle valve stuck closed
  3. Fuel cap vent blocked
  4. Fuel filter clogged
  5. Fuel line kinked or restricted
  6. Float valve faulty
  7. Float level too low

- **Rich Mixture**
  1. Choke stuck closed
  2. Float valve defective
  3. Float level too high
  4. Carburetor air jets clogged

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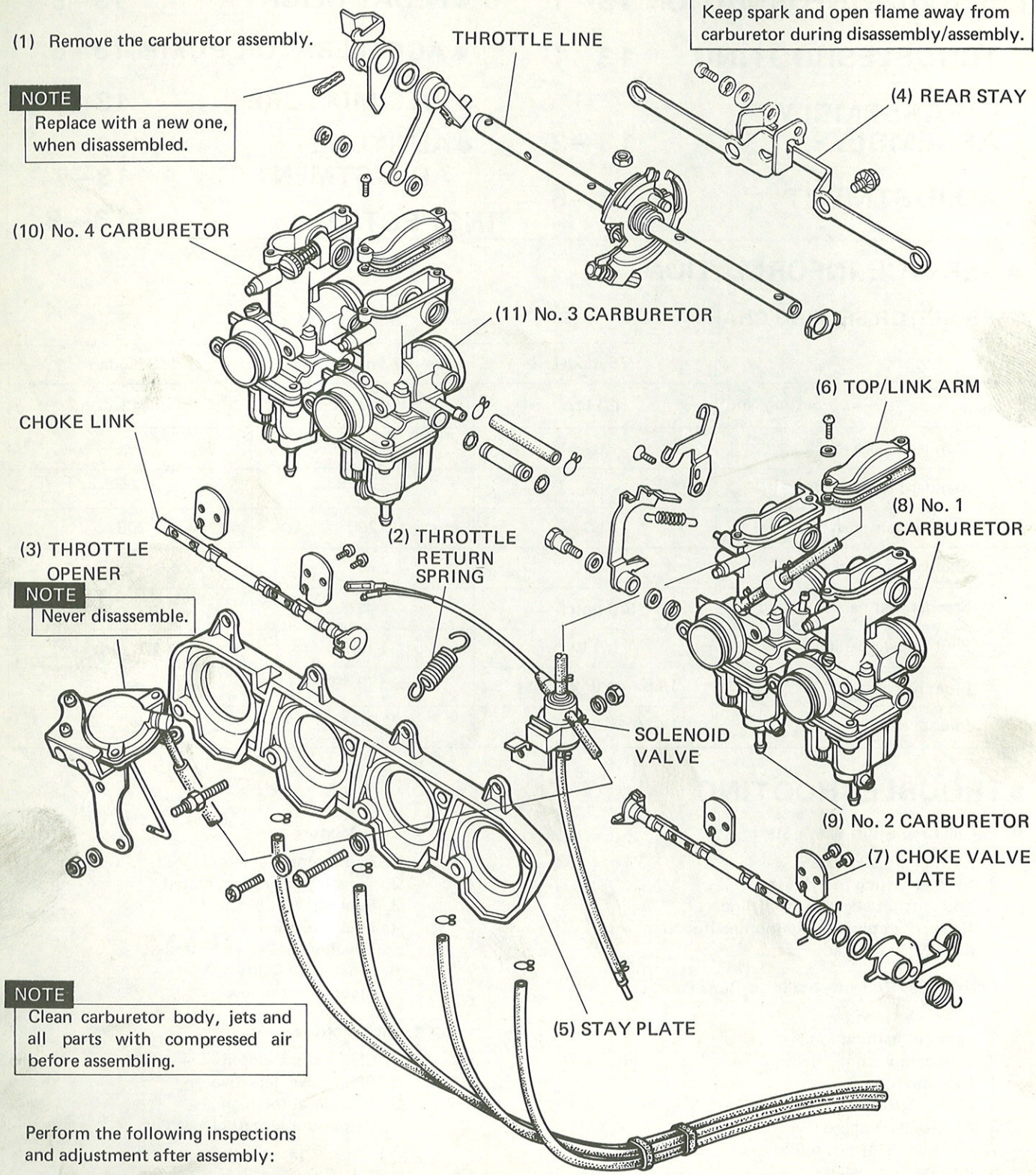
## • DISASSEMBLY/ASSEMBLY

**WARNING**
Gasoline is flammable.
Keep spark and open flame away from carburetor during disassembly/assembly.

(1) Remove the carburetor assembly.

**NOTE**
Replace with a new one, when disassembled.




Perform the following inspections and adjustment after assembly:

- Choke and throttle valve operation check . . . . . Page 4–10, 13
- Throttle grip free play adjustment . . . . . Page 4–10
- Carburetor synchronization . . . . . Page 4–14



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# CARBURETOR

## • CARBURETOR

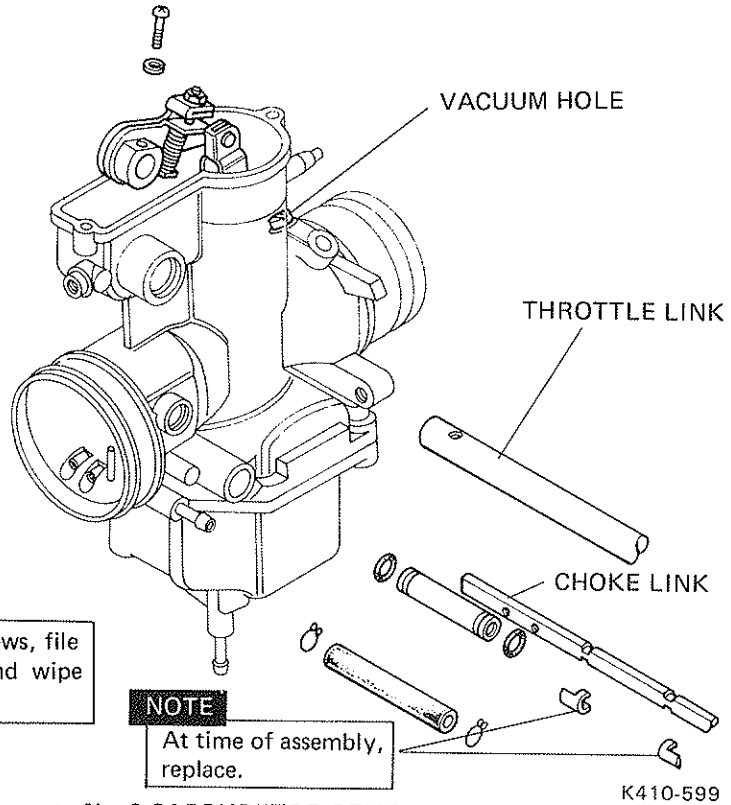
1 Remove the choke valve and the setting screw of the link arm.
2 Remove the stay plate after removing the return spring.
- Replace the choke valve set screws with bolts and lock washers.
- Check the operation of the choke valve after assembling. Raise the tab of the lock washer.

CHOKE VALVE

**NOTE**
Note the installation direction.

Replace the bolt and washer when disassembled.

**NOTE**
Before loosening the screws, file off the staked areas and wipe clean.

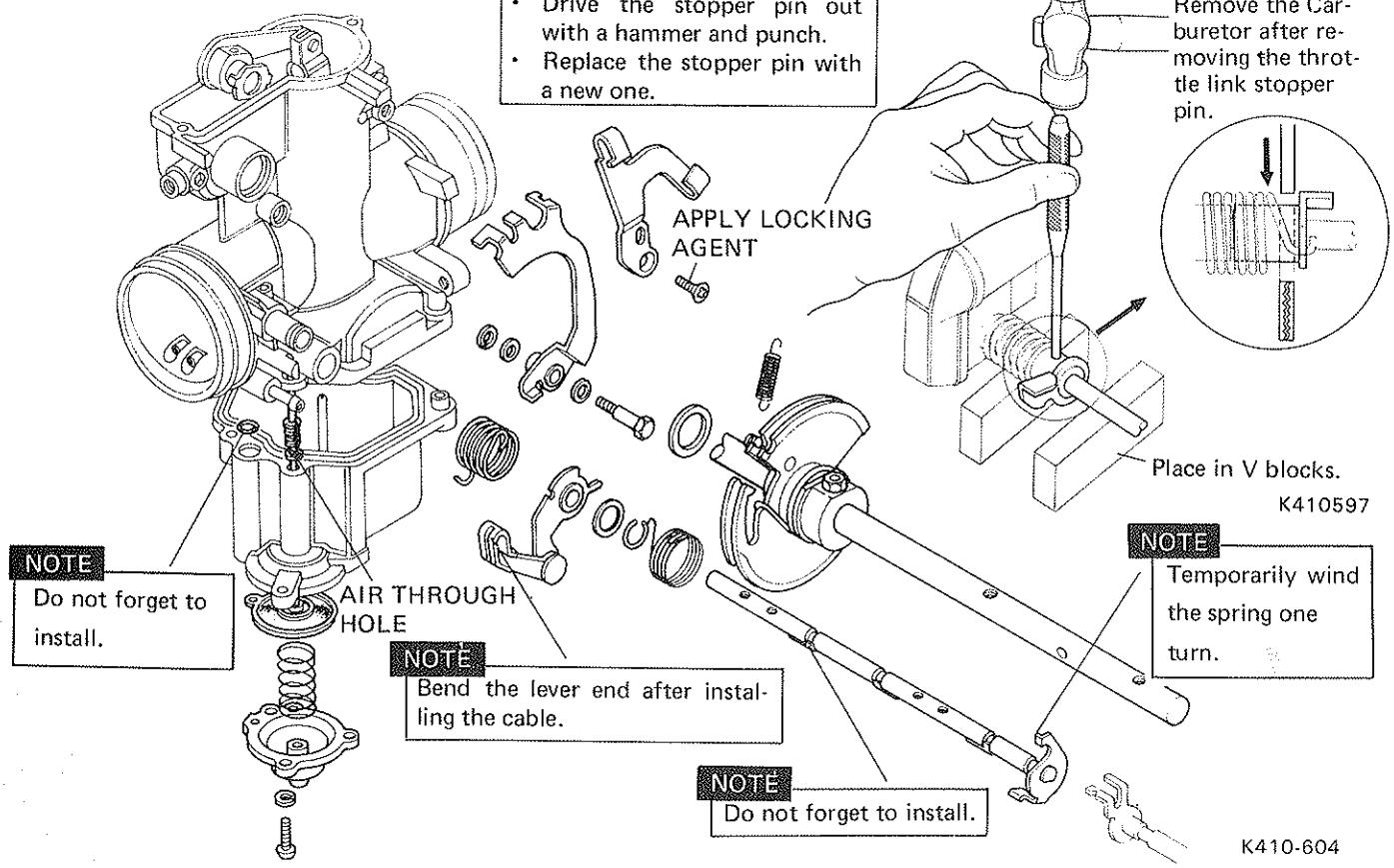



**NOTE**
At time of assembly, replace.

K410-599

## • No. 2 CARBURETOR INSTALLATION

**NOTE**
- Drive the stopper pin out with a hammer and punch.
- Replace the stopper pin with a new one.




**NOTE**
Do not forget to install.

**NOTE**
Bend the lever end after installing the cable.

**NOTE**
Do not forget to install.

## • No. 3 CARBURETOR REMOVAL



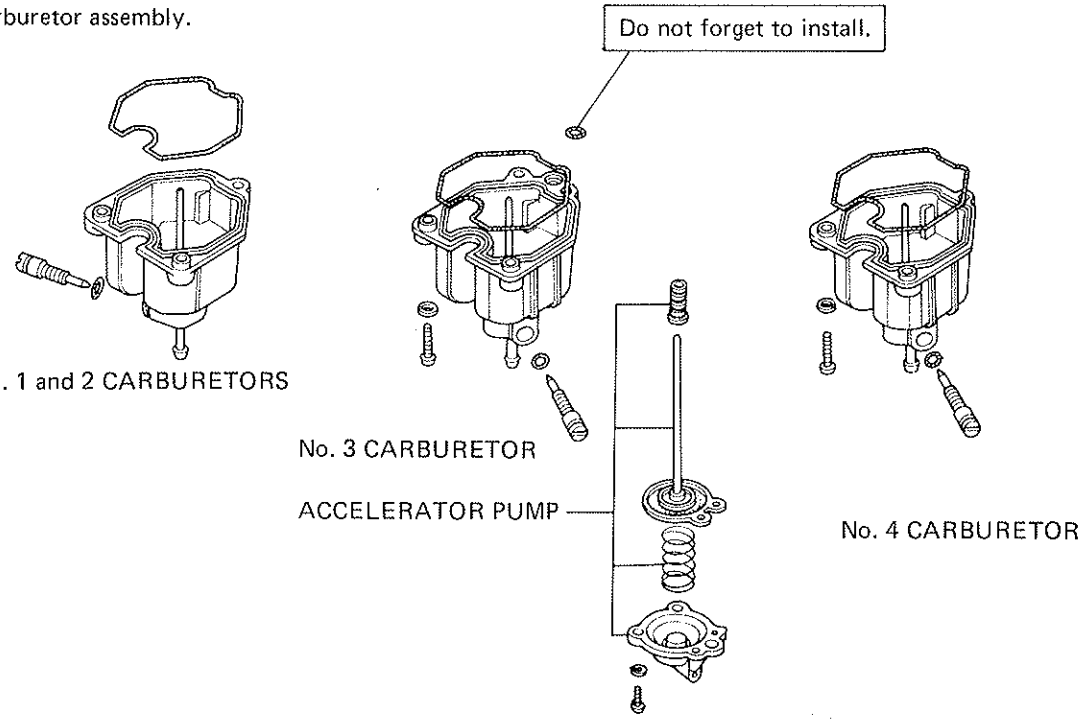

K410597

**NOTE**
Temporarily wind the spring one turn.

K410-604

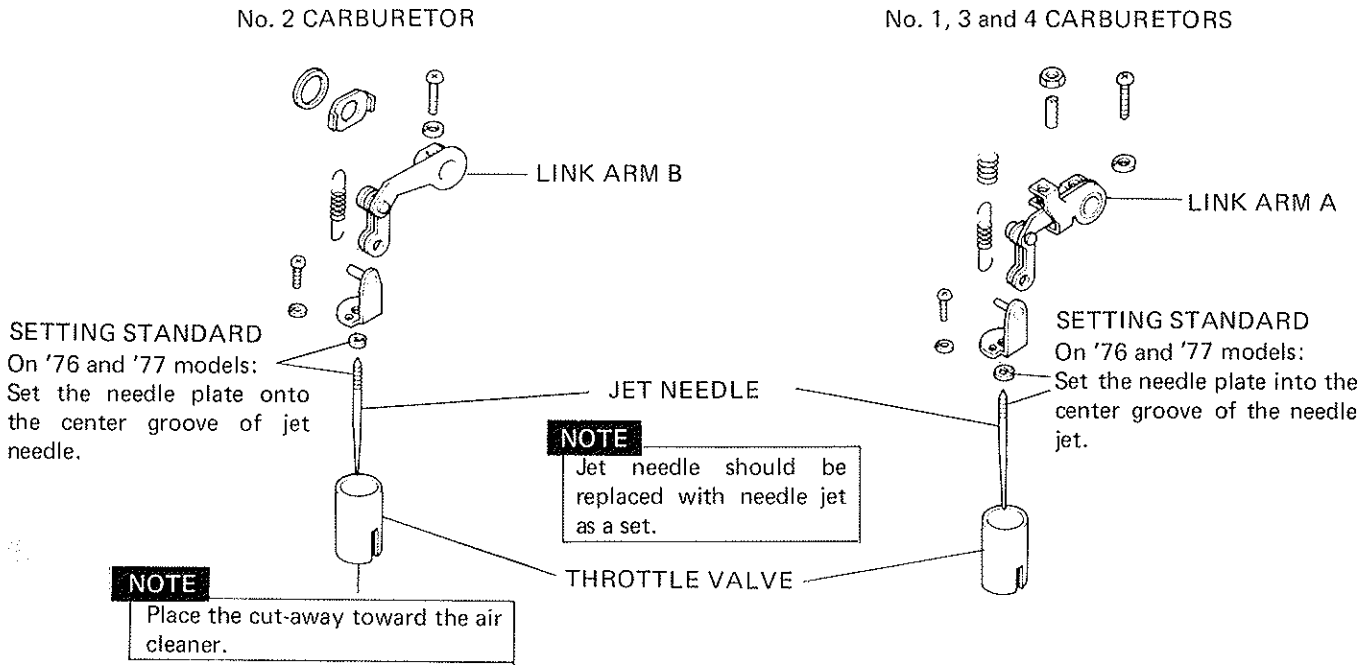
## • FLOAT CHAMBER

Remove the carburetor assembly.




## • THROTTLE VALVE

Remove the carburetor assembly.



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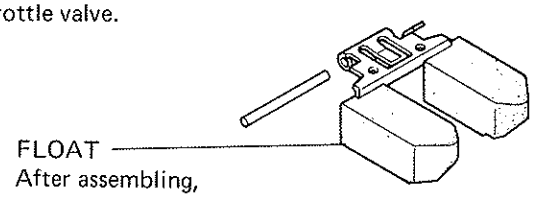
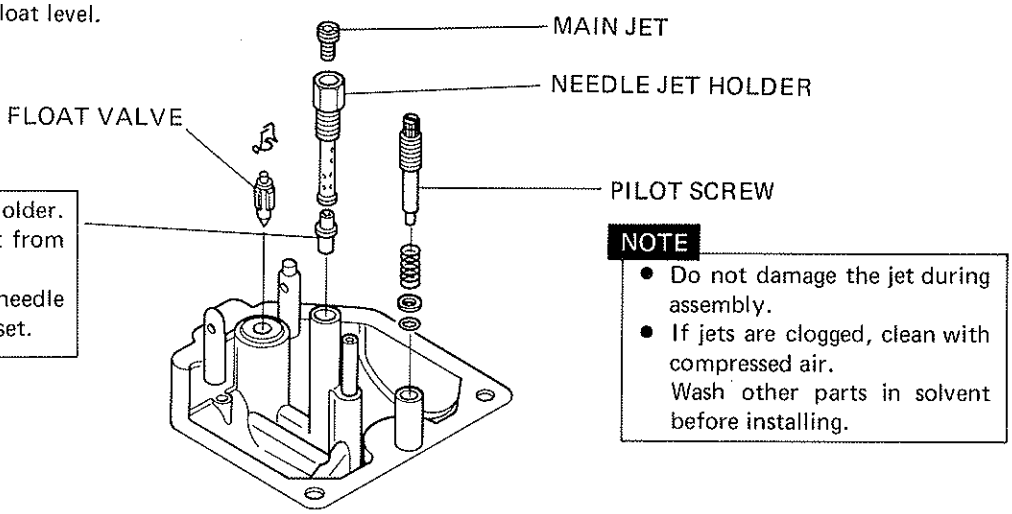
## • FLOAT, FLOAT VALVE AND JETS

(1) Remove the carburetor.
(2) Remove the float chamber.
(3) Remove the throttle valve.



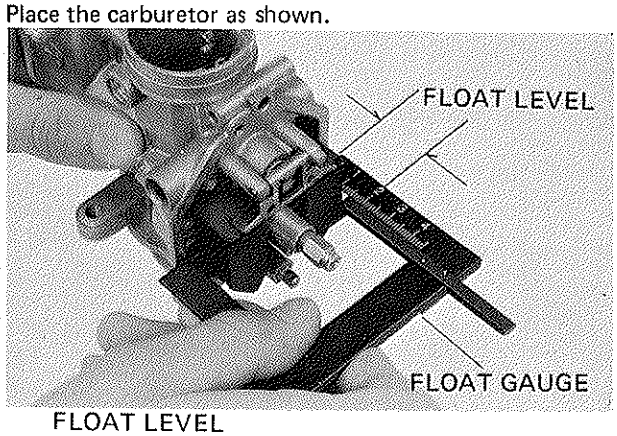

**NOTE**
- Remove the needle jet holder.
- Push the needle jet out from the throttle valve side.
- Needle jet and jet needle should be replaced as a set.

**NOTE**
- Do not damage the jet during assembly.
- If jets are clogged, clean with compressed air. Wash other parts in solvent before installing.

# • ADJUSTMENT

## • FLOAT LEVEL INSPECTION AND ADJUSTMENT

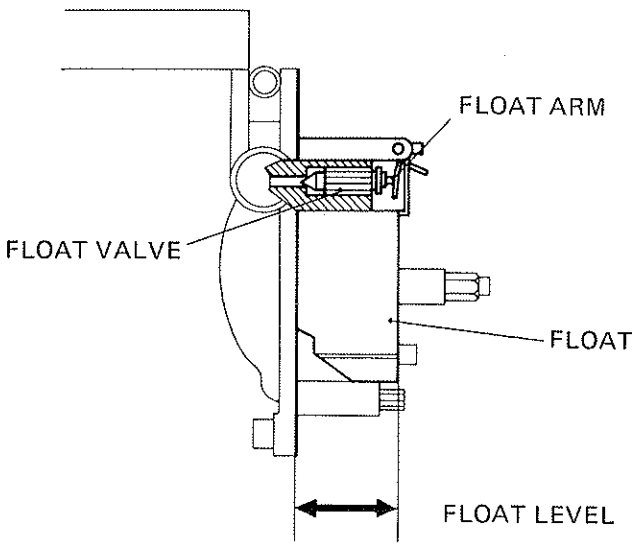
Place the carburetor as shown.




FLOAT LEVEL

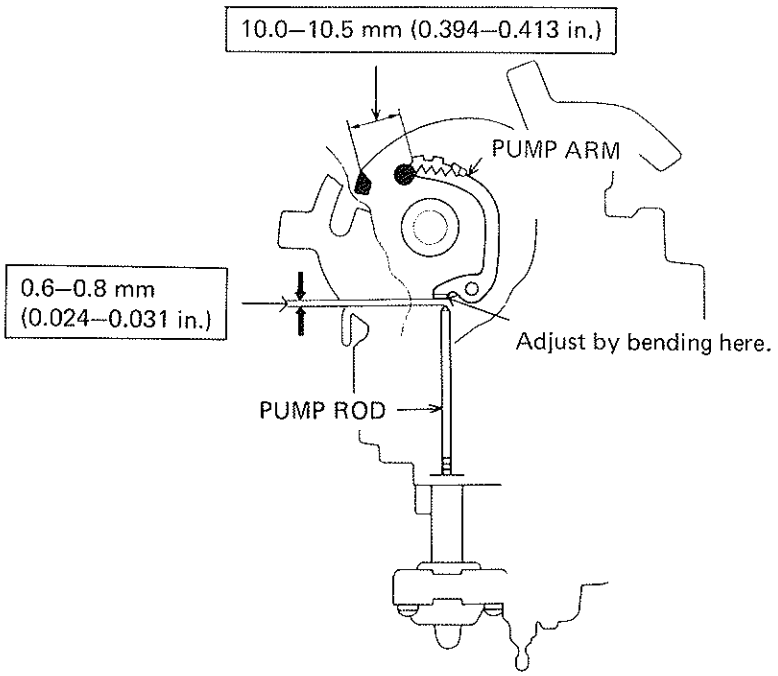
| | |
|---|---|
| '76 model | 14.5 mm (0.571 in.) |
| '77 and '78 models | 12.5 mm (0.492 in.) |

If out of specification, adjust the float level by bending the float arm.



## • ACCELERATOR PUMP

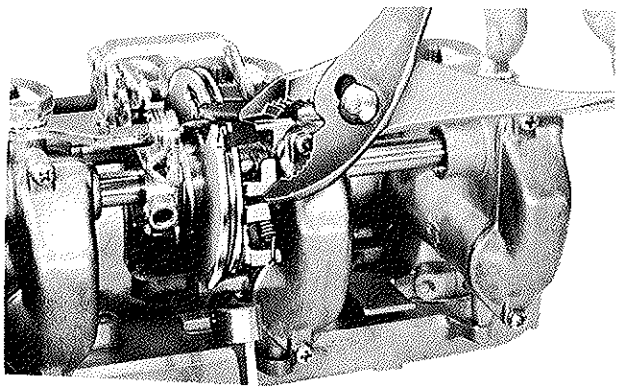
PUMP ROD–TO–PUMP ARM CLEARANCE
(1) Remove the carburetor.
(2) Close the throttle valve.
(3) Measure the clearance.




(4) To adjust, bend the pump arm tongue.

PUMP ARM–TO–CARBURETOR STAY CLEARANCE
(1) Remove the carburetor.
(2) Close the throttle valve.
(3) Measure the clearance.

(4) To adjust, bend the pump arm.

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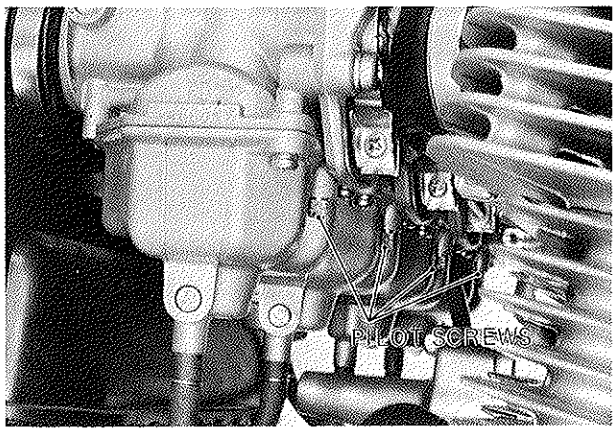
## • PILOT SCREW INITIAL SETTING

Turn the pilot screw clockwise with a screwdriver until it seats lightly, and back it out to specified opening turns.

**SPECIFIED OPENING:**
**'76 MODEL—1-1/4 TURNS OUT**
**'77 MODEL—1 TURN OUT**
**'78 MODEL—1-1/8 TURNS OUT**

This is a preliminary setting prior to final Pilot Screw Adjustment.

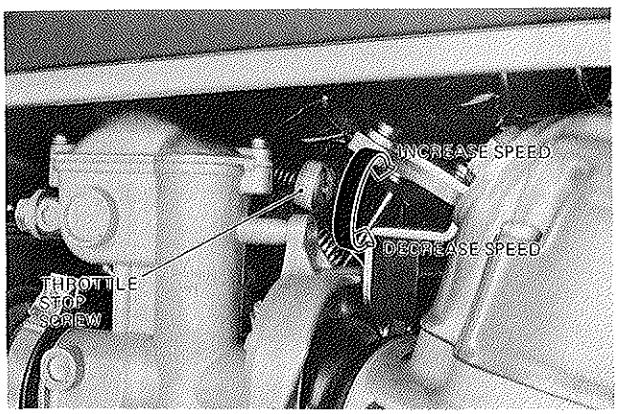



CAUTION

Damage to the pilot screw seat will occure if the pilot screw is tightened against the seat.

## • PILOT SCREW ADJUSTMENT

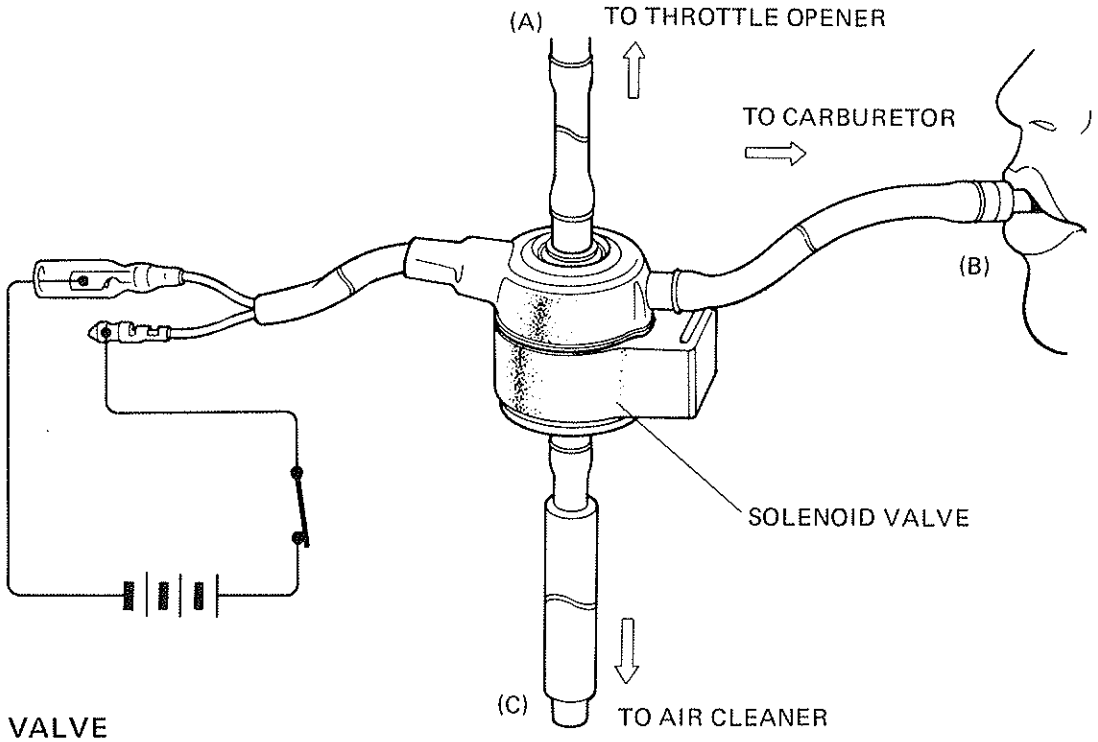
(1) Place the motorcycle on its center stand and set the parking brake.
(2) Warm up the engine to operating temperature. Stop-and-go driving for approx. 10 minutes should be sufficient.
(3) Connect a tachometer.
(4) Adjust the idle speed with the throttle stop screw.
**IDLE SPEED: 950 ± 100 rpm (IN NEUTRAL)**
(5) Turn the No. 2 carburetor pilot screw in or out to obta obtain the highest engine speed.
(6) Readjust the idle speed with the throttle stop screw.
(7) Perform steps (5) and (6) to remaining carburetors.



# • INSPECTION

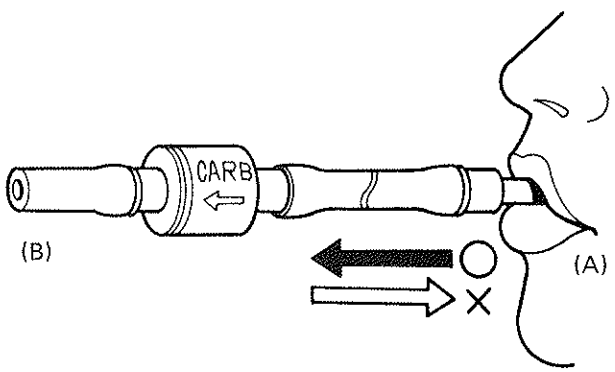
## • SOLENOID VALVE INSPECTION

Check the operation of the solenoid. The solenoid is normal if there is air flow from (A) to (C), or there is no air flow from (C) to (B), when it is energized. No air should flow from (A) to (B), or air should flow from (B) to (C) when the solenoid is de-energized.




## • CHECK VALVE

Air should flow from (A) to (B).
No air should flow from (B) to (A).





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