

III. INSPECTION AND ADJUSTMENT

This section covers the inspection and adjustment of important ones of the items involved in the MAINTENANCE SCHEDULE on page 110. For other items, see the paragraph for "Inspection" of each group.

1. TAPPETS

The tappet clearance must be adjusted when the engine is cold. For ease of service, open the seat and pull the rear fuel tank rubber mounting away from the rear tank mount. Raise the back of the fuel tank slightly.

1. Remove the tappet adjusting hole caps.
2. Remove the generator cover.
3. While slowly rotating the generator rotor counterclockwise watch the left (L) cylinder inlet valve tappet. When this tappet goes down all the way and then starts to lift, then watch for alignment of the index mark and "LT" mark. In this position, the piston in left cylinder will be at T.D.C. (top dead center) of the compression stroke, and the inlet and exhaust valves in that cylinder should be fully closed.
4. Check the clearance of both valves by inserting the feeler gauge between the tappet adjusting screw and the valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted. If clearance is too close or loose, adjustment is necessary.

The standard tappet clearance is

In. 0.05 mm (0.002 in.)

Ex. 0.08 mm (0.003 in.)

5. Adjustment is made by loosening the adjusting screw lock nut and turning the adjusting screw until there is slight drag on the feeler gauge. Hold the tappet adjusting screw in this position and tighten the lock nut. Recheck the clearance with the gauge.

6. Turn the generator rotor 180° counterclockwise to position the right piston at top dead center. In this position the "T" mark will be aligned with the index mark.
7. Check right cylinder valve tappet clearance. The adjustment procedure is the same as described in step 5.
8. Reinstall the fuel tank.

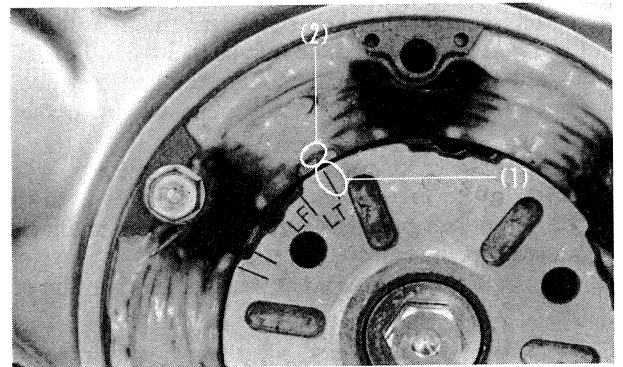


Fig. 3-1 Place piston at T.D.C. position on compression stroke
(1) "LT" mark (2) Index mark on stator

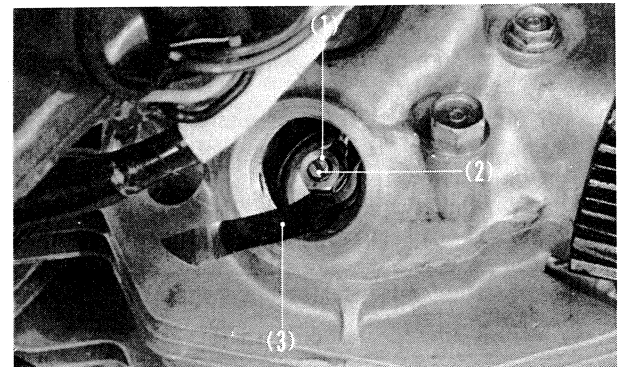


Fig. 3-2 (1) Lock nut
(2) Adjusting screw
(3) Feeler gauge

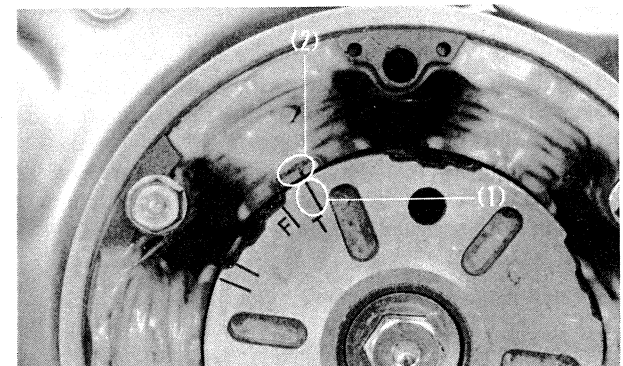


Fig. 3-3 (1) "T" mark
(2) Index mark on stator