

MAINTENANCE

VALVE CLEARANCE

INSPECTION

Inspect and adjust the valve clearance while the engine is cold (below 35°C/95°F).

Remove the cylinder head cover (page 8-4).
Remove the timing and crankshaft hole caps.
Rotate the crankshaft counterclockwise and align the "T" mark [1] on the flywheel with the index notch [2] in the crankcase cover.

Make sure the piston is at TDC (Top Dead Center) on the compression stroke.
This position can be obtained by confirming that there is slack in each rocker arm. If there is no slack, it is because the piston is moving through the exhaust stroke to TDC. Rotate the crankshaft one full turn and match up the "T" mark again.

When checking the clearance, slide the feeler gauge from the center toward the outside.

Check the clearances of the intake and exhaust valves by inserting the feeler gauge [1] between the adjusting screw and valve stem.

VALVE CLEARANCE:

IN: 0.08 ± 0.02 mm (0.003 ± 0.001 in)
EX: 0.12 ± 0.02 mm (0.005 ± 0.001 in)

Adjust by loosening the lock nut [1] and turning the adjusting screw [2] until there is a slight drag on the feeler gauge.

TOOL:

[3] Valve adjusting wrench 07708-0030400

Apply engine oil to the lock nut.
Hold the adjusting screw and tighten the lock nut.

TORQUE: 14 N·m (1.4 kgf·m, 10 lbf·ft)

After tightening the lock nut, recheck the valve clearance.

Coat new O-rings [1] with engine oil and install them onto the crankshaft hole cap [2] and timing hole cap [3].
Apply grease to crankshaft hole cap threads.

Install the caps and tighten them to the specified torque.

TORQUE:

Crankshaft hole cap: 15 N·m (1.5 kgf·m, 11 lbf·ft)
Timing hole cap: 10 N·m (1.0 kgf·m, 7 lbf·ft)

Install the cylinder head cover (page 8-4).

