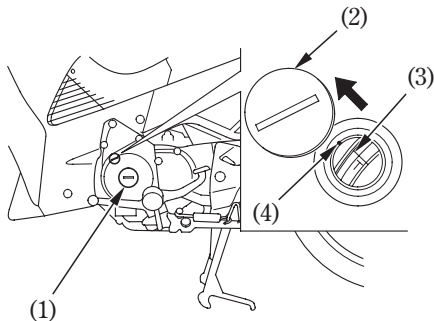


VALVE CLEARANCE

Refer to the Safety Precautions on page 63 .

Excessive valve clearance will cause noise and eventual engine damage. Little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance when the engine is cold at the specified intervals.



(1) Crankshaft hole cap
(2) Timing hole cap

(3) T mark
(4) Index mark

The checking or adjusting of the clearance should be performed while the engine is cold. The clearance will change as the engine temperature rises.

1. Remove the front top cover (page 43) and right leg shield (page 44).
2. Remove the crankshaft hole cap (1) and timing hole cap (2).
3. Rotate the generator flywheel counterclockwise until the T mark (3) on the flywheel lines up with the index mark (4) on the timing hole. In this position, the piston may either be on the compression or exhaust stroke.

The adjustment must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed.

This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the flywheel 360° and realign the T mark to the index mark.