

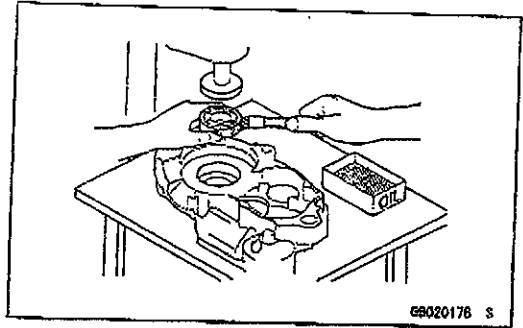
概要

作業を始める前に

圧入：

ベアリングやオイルシールなどを所定の位置に圧入するときは、はめ合い部分に少量のオイルを塗布してください。部品を取り付けるときには、アラインメントが正しいことを確認してください。

- ・ 所定の位置に圧入する : **press into place**
- ・ はめ合い部分 : **contact area**
- ・ アラインメント (位置合わせ) : **alignment**
- ・ ~を確認する : **make sure of ~**

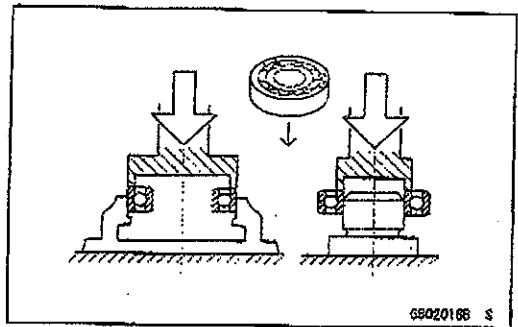


ボールベアリングとニードルベアリング：

圧入されたボールベアリングとニードルベアリングは、必要な場合を除いては取り外さないでください。取り外した場合は新品と交換してください。ベアリングは、メーカー名とサイズマークを外側に向けて圧入します。図のように適切なベアリングレースに圧力をかけて、ベアリングを圧入してください。

適切でないレースに圧力をかけると、インナーレースとアウトナーレースの間に圧力がかかり、ベアリングに損傷を与える原因になります。

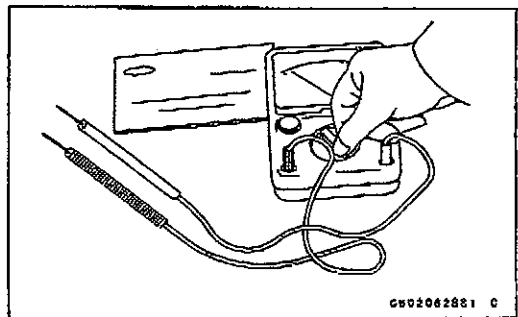
- ・ 圧入されたボールベアリング : **pressed ball bearing**
- ・ メーカー名とサイズマークを外側に向けて :
with the manufacturer and size marks facing out
- ・ 図のように適切なベアリングレースに圧力をかけて :
putting pressure on the correct bearing race as shown
- ・ インナーレースとアウトナーレースの間に圧力がかかる
cause pressure between the inner and outer race



計器：

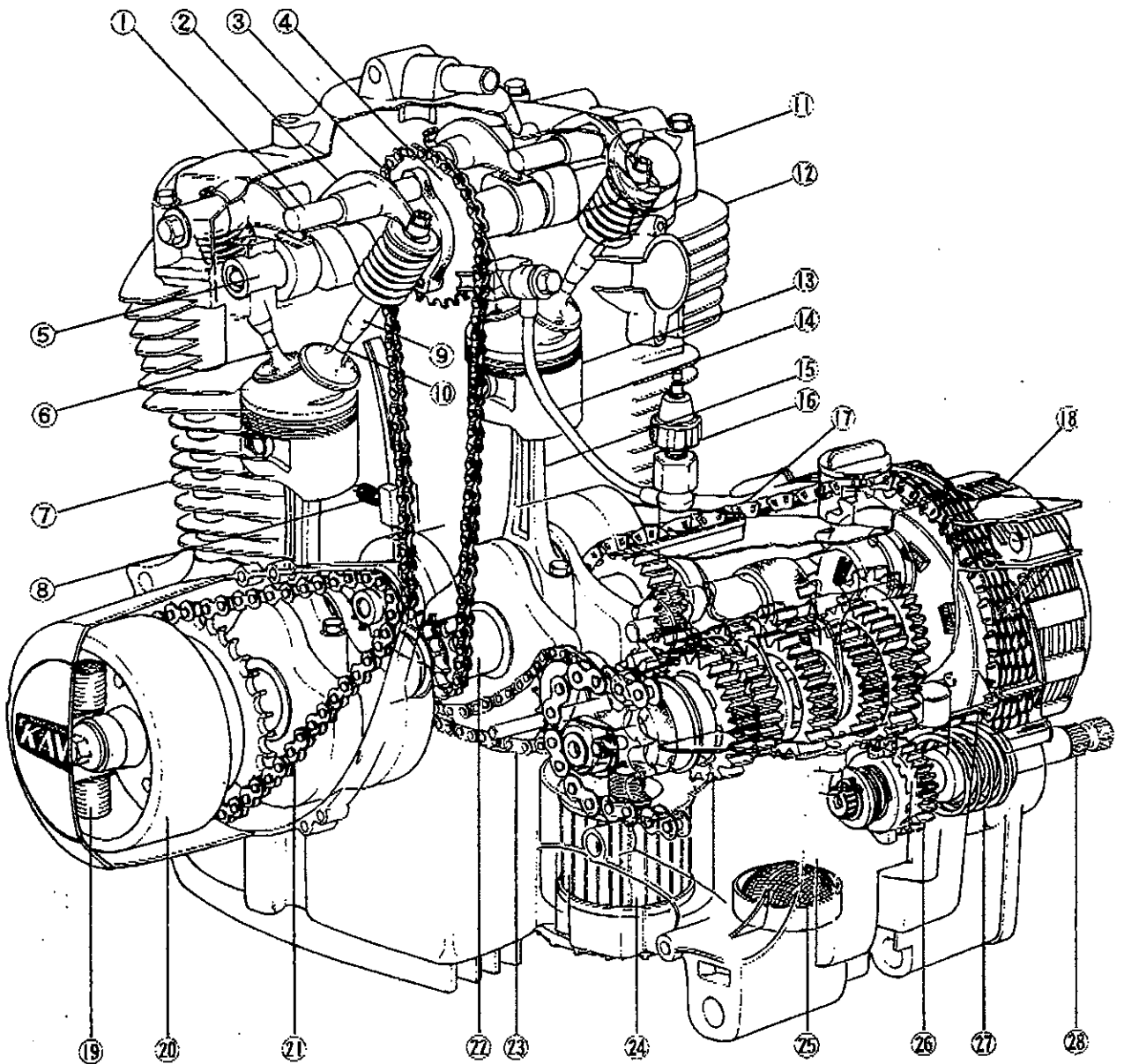
正確な計測のできる計器を使用してください。また、計器を使用する前にメーカーの取扱説明書をよく読んでください。誤った測定を行なうと、正しく測定することはできません。

- ・ 計器 : **instrument**
- ・ 正確な計測のできる計器 :
meter that has enough accuracy for an accurate measurement
- ・ メーカーの取扱説明書 : **manufacturer's instructions**



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ENGINE PERSPECTIVE



- 1. Rocker Arm Shaft
- 2. Rocker Arm
- 3. Camshaft Chain
- 4. Camshaft Sprocket
- 5. Camshaft
- 6. Inlet Valve
- 7. Cylinder Block

- 8. Chain Tensioner
- 9. Valve Guide
- 10. Exhaust Valve
- 11. Cylinder Head Cover
- 12. Cylinder Head
- 13. Piston
- 14. Oil Pipe

- 15. Connecting Rod
- 16. Oil Pressure Switch
- 17. Primary Chain
- 18. Clutch
- 19. Dynamo Armature
- 20. Dynamo Flywheel
- 21. Starter Motor Chain

- 22. Crankshaft
- 23. Balancer Chain
- 24. Oil Filter
- 25. Oil Screen
- 26. Kick Gear
- 27. Kick Spring
- 28. Kick Shaft

AIR CLEANER

A properly maintained air cleaner ensures that only clean, filtered air is supplied through the carburetor to the engine. If the air is supplied directly without filtering, dirt and dust from the air will clog carburetor passages causing the engine to run poorly. The dust that enters the engine will also act like grinding compound, wearing down the cylinders, pistons, and rings. If the air cleaner element is damaged, the result will be the same as if no element were used.

An air cleaner element clogged with dirt chokes the air supply to the engine, resulting in an overly rich fuel/air mixture and inefficient combustion. This in turn causes overheating from carbon build-up, and reduced engine power.

Cleaning and replacement

The air cleaner element must be cleaned periodically (Pg. 10). In extremely dry, dusty areas, the element will need to be cleaned more often. After riding through rain or on muddy roads, the element should be cleaned immediately.

Remove the air cleaner element (Pg. 43). Clean it in a bath of a high flash-point solvent, and then dry it from the inside using compressed air. Since this is a dry-type element, do not use kerosene or any fluid which would leave the element oily.

WARNING Clean the element in a well-ventilated area, and take care that there is no spark or flame anywhere near the working area. Because of the danger of highly flammable liquids, do not use gasoline or low flash-point solvents to clean the element.

Air Cleaner

If the sponge gasket on the side of the element come loose, stick them back on with an adhesive sealant. If the sponge or the element is damaged or holed, replace the element.

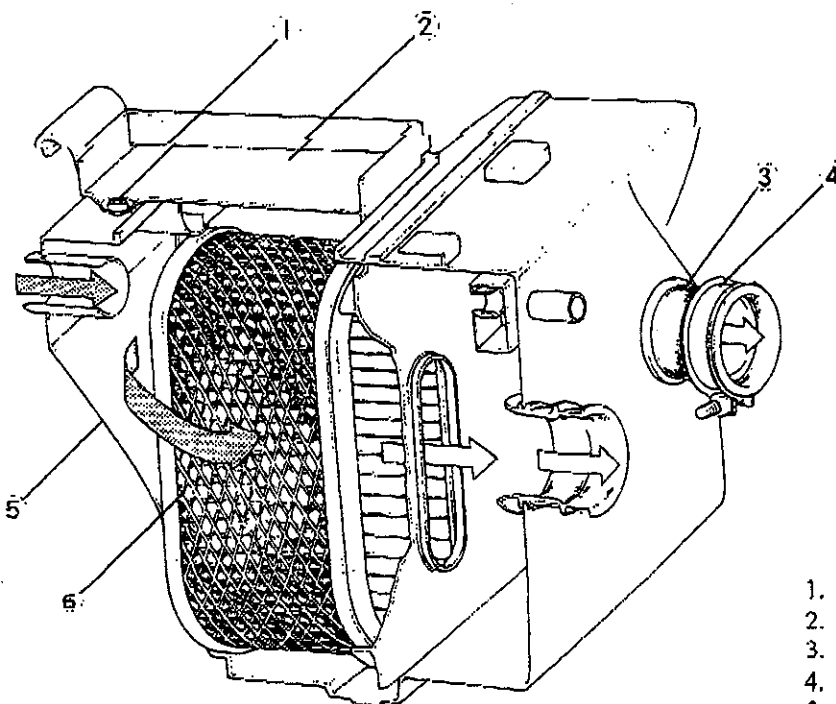
Since repeated cleaning opens the pores of the element, replace it with a new one in accordance with the Periodic Maintenance Chart (Pg. 10). Also, if there is a break in the element material or any other damage to the element, replace the element with a new one.

FUEL TANK, FUEL TAP

The fuel tank capacity is 14 liters, 1 liter of which forms the reserve supply. A cap is attached to the top of the tank, and a fuel tap to the bottom. An air vent is provided in the cap to prevent an air lock, which would hinder fuel flow to the carburetors.

Fuel tap construction is shown in Fig. H3. The fuel tap is an automatic type which shuts off the fuel supply when the engine is stopped in the ON or RES position. The fuel tap has three positions: ON, RES (reserve), and PRI (prime). With the tap in the "On" position, fuel flows through the tap by way of the main pipe until only the reserve supply is left in the tank; with the tap in the "Reserve" position, fuel flows through the tap from the bottom of the tank. The "Pri" position bypasses the automatic control and is useful for priming the engine after running out of gas, or for completely draining the tank. The fuel tap contains a filter to filter out dirt.

H2



- 1. Bolt
- 2. Tool Tray
- 3. Air Cleaner Duct
- 4. Clamp
- 5. Air Cleaner Housing
- 6. Air Cleaner Element