remove the O ring seal ③ and the screen filter ② can be lifted out. Wash the screen and cup in solvent and reassemble. Turn control valve to "ON" position and check for leaks. At same time check if there is any seepage around the fuel tank, its fuel leveling tube and fuel line to the carburetors and if the hose clamps are properly installed.

• Clutch Adjustment

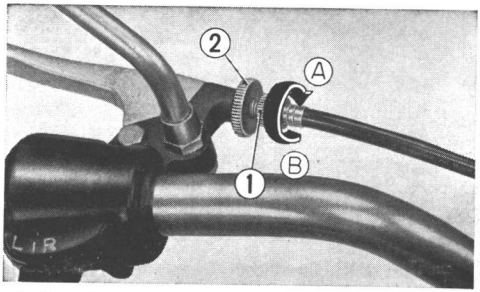
The clutch should be adjusted so that the application of the clutch lever will completely disengage the transmission of power. If the clutch does not completely disengage, the engine will stall when shifting into gear or else the motorcycle will have the tendency to creep even with the clutch lever disengaged.

However, in the other case, if the clutch does not fully engage, the clutch will slip and the motorcycle will not accelerate in response to the acceleration of the engine. In order for the full engine output to be delivered to the rear wheel, it is necessary to have the clutch properly adjusted.

NOTE: The normal clutch lever free play is measured 0.4~1.0 in. (10~25 mm) at lever end before the clutch starts to disengage.

To adjust, perform the following steps.

a. Screw the clutch cable adjusting bolt ①, located at the clutch lever, all the way into Ⓐ the clutch lever bracket.
b. Turn the clutch cable adjusting bolt ③, located at the clutch housing, in the direction Ⓑ to loosen the clutch cable.



① Clutch cable adjusting bolt
② Lock nut