back of the fuel tank slightly and pull the tank back until it clears the forward tank mounts. Remove and set tank aside.

b. Remove the ignition breaker point cover and the eight tappet adjusting hole caps ⑦.

c. While slowly rotating the crankshaft clockwise (see arrow), watch the #1 cylinder intake valve tappet. When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark ①, the "T" mark ②. Check the 1·4 cylinder mark ③. In this position, the piston in #1 cylinder will be at T.D.C. (top dead center) of the compression stroke and the intake and exhaust valves in that cylinder should be fully closed.

d. Check the clearance of both valves by inserting the feeler gauge ⑥ between the tappet adjusting screw ④ 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 (0.0019 in.)
{Ex 0.08 mm (0.0031 in.)}.

e. Adjustment is made by loosening the tappet screw lock nut ⑤ and turning the adjusting screw ④ until there is slight drag on the feeler gauge ⑥. Hold the tappet adjusting screw in this position and tighten the lock nut ⑤. Recheck the clearance with the gauge.

f. To check or adjust clearance of #4 cylinder valves, rotate the crankshaft clockwise one full turn (360°) and align the marks as in step c above, then follow steps d and e.

g. Valve tappet adjustment for 2·3 cylinder can be performed as in steps c through d, however, the 2·3 cylinder mark ③ must show (not 1·4 mark) when the index mark ① and "T" mark ② are