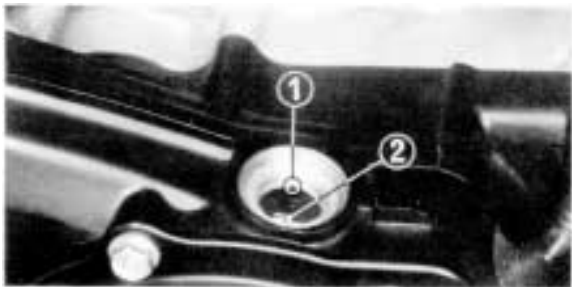


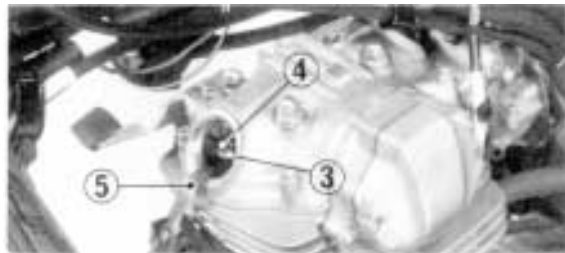
5. Using the recoil starter, rotate the alternator rotor counterclockwise until the T mark (1) on the alternator rotor lines up with the timing index mark (2) on the cover. In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on top of the compression stroke and both the intake and exhaust valves are closed. This can be determined by moving the rocker arms by hand. 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 alternator rotor 360° (one complete revolution) and realign the T mark to the timing index mark.



(1) T mark

(2) Index mark

6. Check the clearance of both valves by inserting a 0.05 mm (0.002 in) feeler gauge (5) between the adjusting screw and valve stem.
7. If adjustment is necessary, loosen the adjusting screw lock nut (3) and turn the screw (4) so that there is a slight resistance when the feeler gauge (5) is inserted.
8. After adjustment, tighten the lock nut while holding the adjusting screw to prevent it from turning.
9. Recheck the clearance to make sure that it has not changed.
10. Reinstall the timing mark cover and valve adjusting caps.
11. Reinstall the removed parts in the reverse order of removal.



(3) Lock nut

(5) Feeler gauge

(4) Adjusting screw