

## GENERAL INFORMATION

DRIVE TRAIN	Clutch Transmission Primary reduction Gear ratio (Posi-torque gear ratio) <table style="margin-left: 100px;"> <tr><td>I</td></tr> <tr><td>II</td></tr> <tr><td>III</td></tr> <tr><td>IV</td></tr> <tr><td>V</td></tr> </table> Final reduction Gearshift pattern Drive chain	I	II	III	IV	V	Wet multi-plate, semi-automatic 5-speed constant mesh 3.333 : 1 2.769 : 1 1.722 : 1 1.273 : 1 1.000 : 1 0.815 : 1 4.273 : 1 Left foot operated return system, N-1-2-3-4-5 520, 92 Links
I							
II							
III							
IV							
V							
ELECTRICAL	Ignition Ignition timing <table style="margin-left: 100px;"> <tr><td>Initial</td></tr> <tr><td>Full advance</td></tr> </table> Alternator Battery Spark plug  Spark plug gap Headlight Taillight	Initial	Full advance	CDI 10° ± 2° BTDC at idle 30° ± 2° BTDC at 3,350 rpm 70 W/5,000 rpm 12V-14 AH DR8ES-L (NGK) X24ESR-U (ND) 0.6–0.7 mm (0.024–0.028 in) 12 V 45 W/45 W 12 V 5 W			
Initial							
Full advance							