

Fig. 20-3 ① Adjusting screw

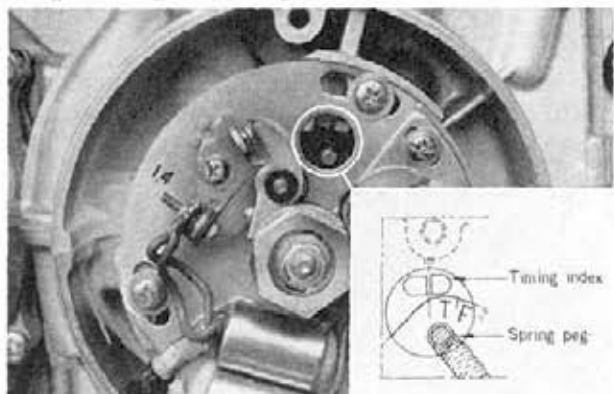


Fig. 20-4 Point cam position at 15° ATDC

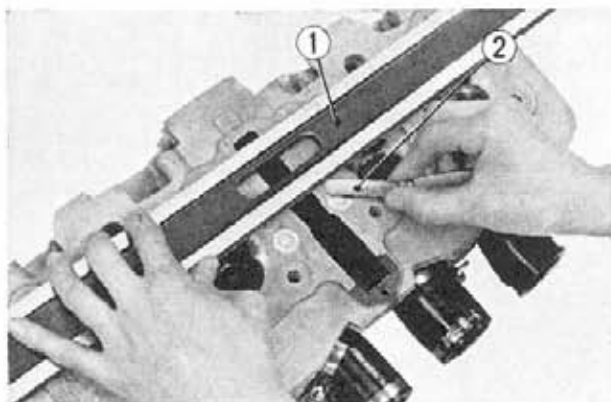
2. Remove the point cover, and use a 23 mm box wrench to rotate the crankshaft to the "T" position for cylinders #1 and #4 (1.4).
3. Check the both valves of #1 cylinder. If both valves are free, proceed to next step; if either or both of the valves are tight, rotate the crankshaft 360°, and then proceed with the next step.
4. Rotate the crankshaft clockwise until the spring peg on the advancer assembly at the 1.4 position is just to the right of a line from the timing index. (Fig. 9) This position is 15° ATDC 1.4.

At this point, the slack in the cam chain will be on the tensioner side, thus assuring effective tensioner operation.

5. Loosen the cam chain tensioner lock nut, and back out the setting screw until the tensioner arm is released and moves in to take up the slack.

**Note:** The tensioner is automatic. Do not use additional pressure to remove the tensioner arm.

6. Retighten the setting screw and lock nut, re-install point cover and tappet covers.

Fig. 20-5 ① Stretch  
② Thickness gauge

wet with oil and the other areas are free from excessive oil.

4. Readjust the screw if necessary until the proper oiling condition is obtained.

### SUPPLEMENT LUBRICATION

Drive chain rollers and side plates must be properly lubricated at all times. Sustained high-speed driving or improper adjustment of the chain oiler may cause inadequate lubrication. If the rollers or side plates are dry or show evidence of rust, apply a high-quality chain lubricant according to the manufacturer's instructions.

### CAM CHAIN TENSIONER

A loose cam chain causes a loud clattering noise. It may also affect valve timing, resulting in performance loss.

A recommended crankshaft position for adjusting the cam chain tensioner is that when the crankshaft is rotated to 15° ATDC of cylinders #1 and #4, immediately after cylinder #1 has fired.

#### Adjustment

1. Remove the tappet covers from the #1 cylinder.

### CYLINDER HEAD

When measuring the flatness of the cylinder head, place a straight across the measuring surface of the cylinder head.

Check the clearance with a thickness gauge at several points and make sure the head not to be warped.

Item	Standard value	Serviceable limit
Clearance	0.002 in. (0.05 mm max.)	0.009 in. (0.25 mm max.)

Rework the cylinder head or replace with new one if beyond the serviceable limit.