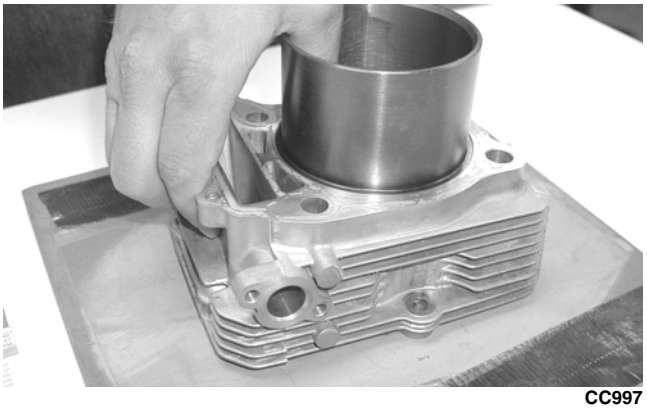


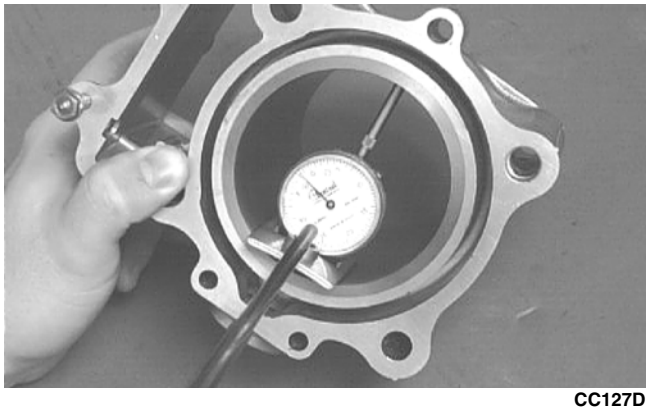
CC997

Inspecting Cam Chain Guide

1. Inspect cam chain guide for cuts, tears, breaks, or chips.
2. If the chain guide is damaged, it must be replaced.

Honing Cylinder

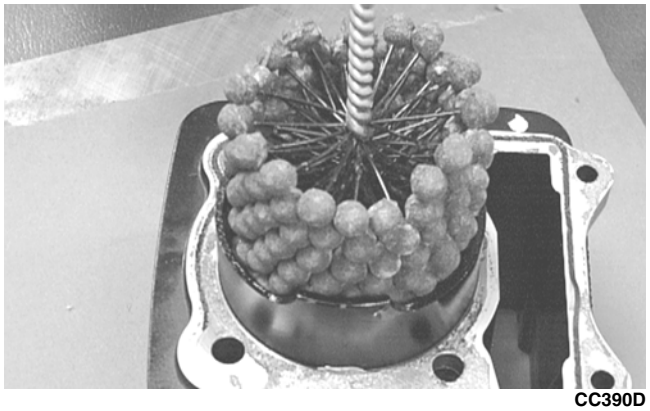
1. Using a slide gauge and a dial indicator or a snap gauge, measure the cylinder bore diameter in three locations from top to bottom and again from top to bottom at 90° from the first measurements for a total of six measurements. The trueness (out-of-roundness) is the difference between the highest and lowest reading. Maximum trueness (out-of-roundness) must not exceed specifications.



CC127D

2. Wash the cylinder in parts-cleaning solvent.
3. Inspect the cylinder for pitting, scoring, scuffing, and corrosion. If marks are found, repair the surface using a #320 grit ball hone.

■NOTE: To produce the proper 60° cross-hatch pattern, use a low RPM drill (600 RPM) at the rate of 30 strokes per minute. If honing oil is not available, use a lightweight petroleum-based oil. Thoroughly clean cylinder after honing using soap and hot water. Dry with compressed air; then immediately apply oil to the cylinder bore. If the bore is severely damaged or gouged, replace the cylinder.



CC390D

4. At this point, repeat step 1 and if any measurement exceeds the limit, the cylinder must be replaced.

Measuring Camshaft Lobe Height

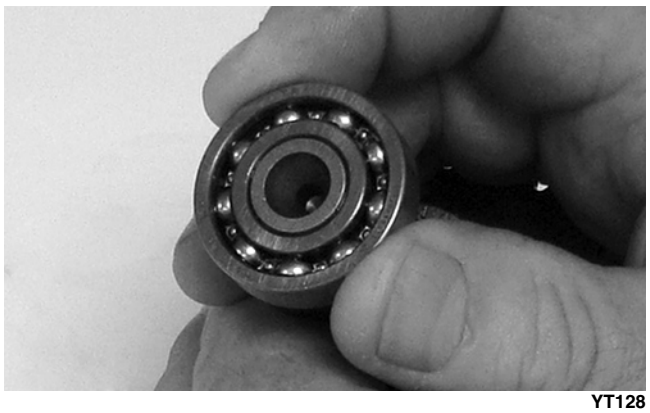
1. Using a micrometer, measure each cam lobe height.

YT129

2. The lobe heights must exceed minimum specifications.

Inspecting Camshaft Bearing/ Sprocket

1. Inspect the camshaft bearings for roughness during rotation or signs of discoloration.



YT128

2. Inspect the timing sprocket for excessive wear.

2. Turn the idle adjustment screw in or out until the engine idles at 1700 RPM.

YT015B

⚠ WARNING

Adjust the idle to the correct RPM. Make sure the engine is at normal operating temperature before adjusting the idle RPM.

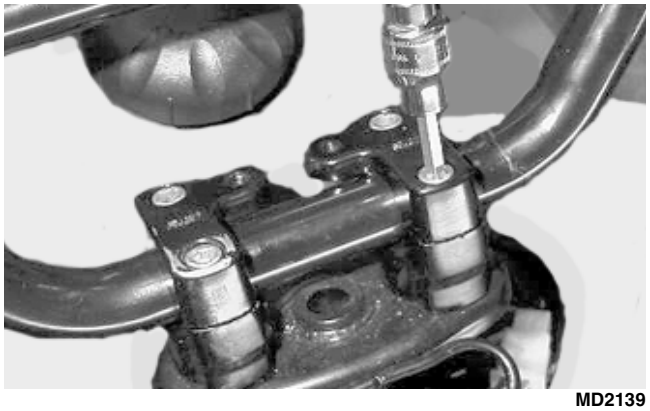
Gas Tank

⚠ WARNING

Whenever any maintenance or inspection is made on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.

REMOVING

1. Turn the gas tank valve to the OFF position.
2. Remove the gas hose from the carburetor by removing the spring clamp; then funnel the gas hose into an appropriate container of sufficient size to catch all the gas from the gas tank.
3. Turn the gas tank valve to the RES position and drain the gas from the gas tank.
4. Remove the seat.
5. Remove the top handlebar caps.

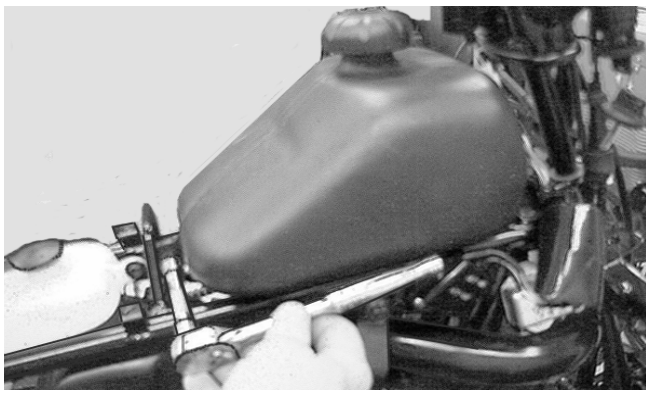


MD2139

6. Carefully lay the handlebar assembly forward on the front fender panel.

■NOTE: To access the gas tank, it is necessary to move the front fender panel, which requires removing the handlebar from its clamp. However, the levers, controls, cables, and wires do not need to be disconnected. The front fender panel and handlebar assembly can be tilted forward far enough to gain access to the gas tank.

7. Remove the four Phillips-head cap screws and six nuts securing the front fender panel. Account for eight washers.
8. Remove the gas tank cap; then tilt the front fender panel and handlebar forward.
9. Remove the two cap screws securing the gas tank; then lift the gas tank and secure it out of the way.

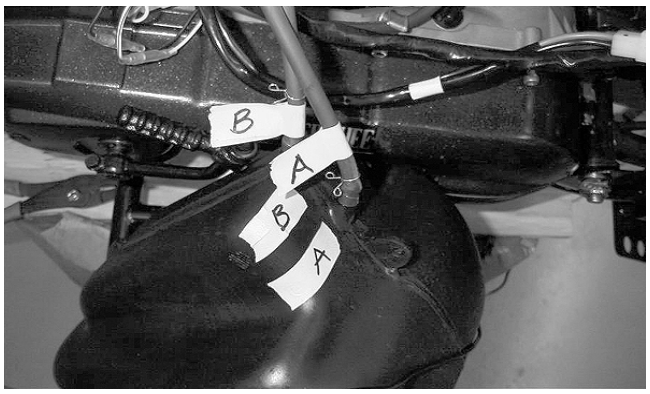


MD2393

10. Remove the gas hoses from the gas tank valve noting where each one is attached.

MD1865

■NOTE: Mark the gas hoses for assembling purposes.



MD1848