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Specifications

Dimension

Overall length	2,080 mm
Overall width	810 mm
Overall height	1,120 mm
Wheelbase	1,360 mm
Road clearance	125 mm
Dry weight	170 kg
Fuel tank capacity	14 ℓ

Performance

SS ¼ mile	14.8 sec
Climbing ability	24°
Braking distance	15 m @50kph
Minimum turning radius	2.3 m

Engine

Type	SOHC 2 cylinder, 4 stroke, air-cooled	
Bore and stroke	64 x 62 mm	
Displacement	398 cc	
Compression ratio	9.0 : 1	
Maximum horsepower	35 HP @8,500 rpm	
Maximum torque	3.17 kg-m @7,500 rpm	
Valve timing		
Inlet	Open	26° BTDC
	Close	74° ABDC
	Duration	280° Total
Exhaust	Open	68.5° BBDC
	Close	31.5° ATDC
	Duration	280° Total
Carburetors	Keihin CVB 36 x 2	
Lubrication system	Forced lubrication (wet sump)	
Engine oil	SE class SAE 10W40	
Engine oil capacity	Less filter	2.6 ℓ
	Total incl. filter	3.0 ℓ
Starting system	Electric & kick	
Ignition system	Battery & coil	
Ignition timing	From 15° BTDC @1,500 rpm to 40° BTDC @2,670 rpm	
Spark plugs	ND W-24ES or NGK B-8ES	

Transmission

Type	5-speed, constant mesh, return shift
Clutch	Wet, multi disc
Gear ratio: 1st	2.571 (36/14)
2nd	1.684 (32/19)
3rd	1.273 (28/22)
4th	1.040 (26/25)
5th	0.889 (24/27)
Primary reduction ratio	2.435 (56/23)
Final reduction ratio	3.000 (45/15)
Overall drive ratio	6.493 (5th)

6 SPECIFICATIONS

Electrical Equipment

Generator (Dynamo)	Nippon Denso 021000-3560
Regulator	Nippon Denso 026000-2490
Ignition coil	Nippon Denso 029700-3430
Battery	Yuasa 12N12A-4A-1 12V 12AH
Starter	Mitsuba SM242
Headlight type	Sealed Beam
Headlight	12V 50/35W
Tail/Brake light	12V 8/27W
Speedometer light	12V 3.4W x 2
Tachometer light	12V 3.4W x 2
Neutral indicator light	12V 3.4W
High beam indicator light	12V 1.7W
Turn signal lights	12V 23W x 4
Turn signal indicator light	12V 3.4W
Oil pressure indicator light	12V 3.4W
Brake light failure indicator light	12V 3.4W
Horn	12V 2.5A

Frame

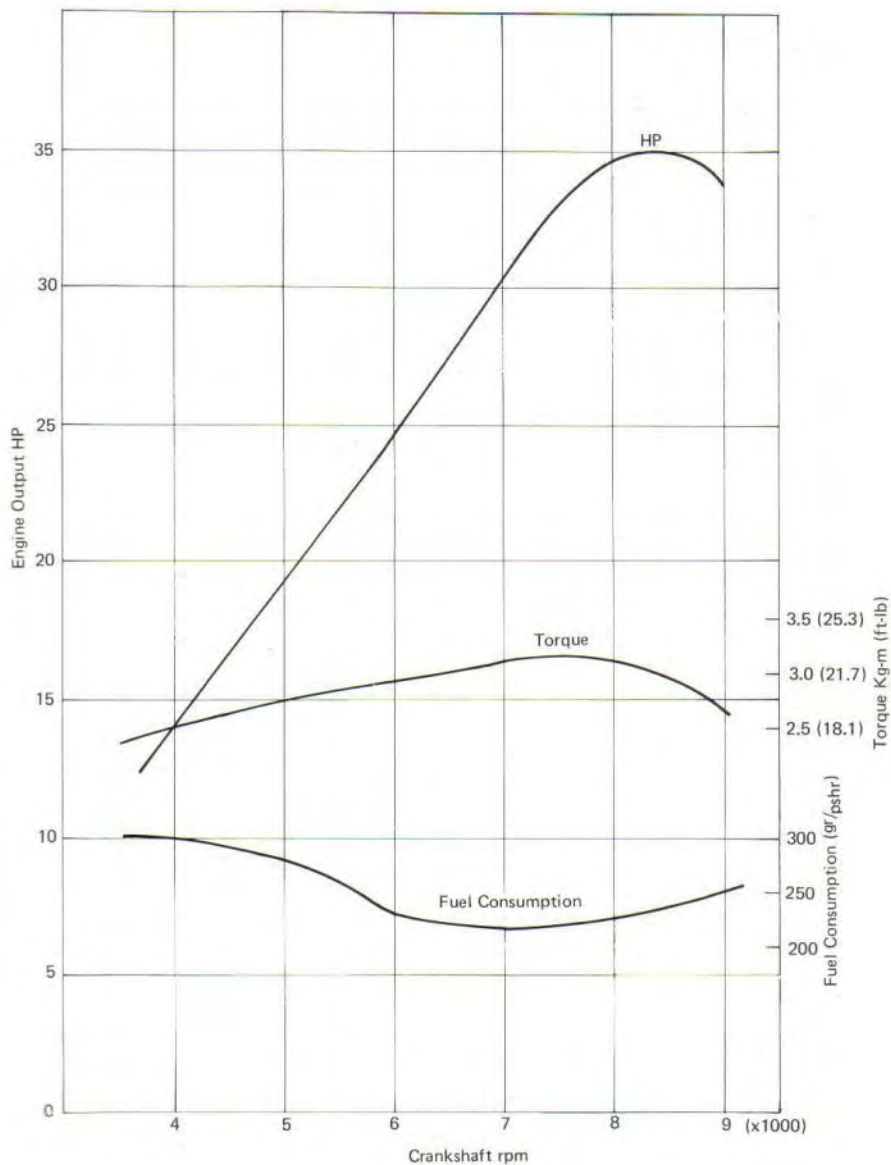
Type	Tubular, double-cradle
Steering angle	41° to either side
Castor	63°
Trail	102 mm
Tire size Front	3.25S-18 4PR, ribbed tread
Rear	3.50S-18 4PR, universal tread
Suspension Front	Telescopic fork
Rear	Swing arm
Suspension stroke Front	135 mm
Rear	80 mm
Front fork oil capacity (each fork)	150 ~ 170 cc
Front fork oil type	SAE 5W20

Brakes

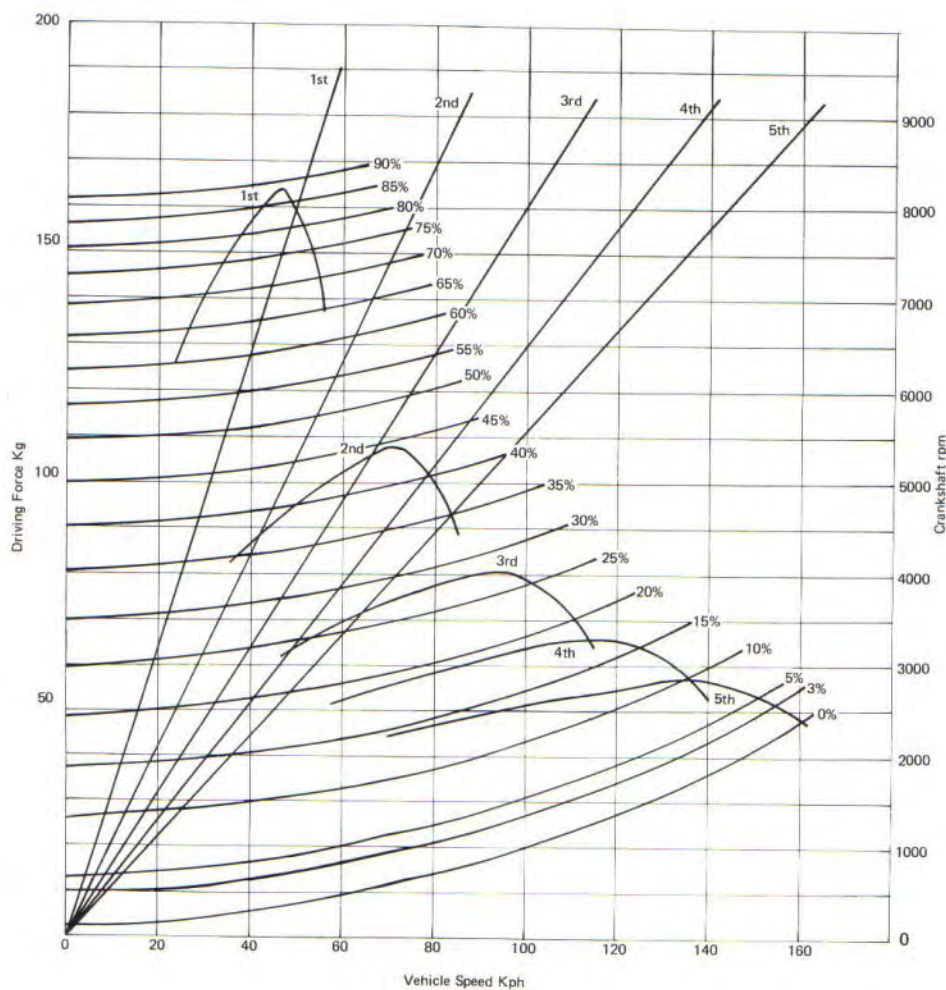
Type Front	Disc brake
Rear	Internal expansion, leading-trailing
Rear brake drum inside dia. and width	180 x 30 mm
Disc diameter	277 mm

Specifications subject to change without notice.

Engine Performance Curves



Running Performance Curves

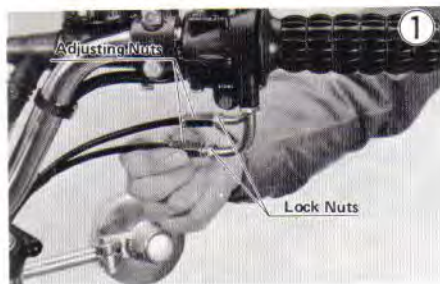


Adjustment

THROTTLE CABLES

There are two throttle cables, the accelerator throttle cable for opening the butterfly valve and the decelerator throttle cable for closing them. If the cable adjustment is too loose from either cable stretch or maladjustment, the excessive play in the throttle grip will mean a delay in throttle response, especially at low rpm. Also, the butterfly valves may not open fully at full throttle. On the other hand, if the cable adjustment is too tight, the throttle will be too sensitive and hard to control, and the idling speed will be too high.

- Screw in fully the lock nuts and adjusting nuts at the upper end of the throttle cables so as to give the throttle grip plenty of play.



- Turn back the decelerator throttle cable adjusting nut 3 turns. There must still be play in the throttle grip; if there is not, loosen the lock nut at the lower end of the decelerator throttle cable, turn the adjuster to create a small amount of play, and retighten the lock nut.



- Turn back the accelerator throttle cable adjusting nut until just where the throttle grip play is virtually gone, and tighten the lock nut.

- Turn in the decelerator throttle cable adjusting nut until the desired amount of throttle grip play is obtained. Tighten the lock nut.



CARBURETORS

Although some internal carburetor parts can be adjusted by replacement, repositioning, etc., these adjustments are covered in the Maintenance Section of this manual. The following procedure covers the idling adjustment, which is the adjustment necessary in periodic maintenance and whenever the idling setting has been disturbed. This procedure also includes the necessary steps for obtaining proper carburetor synchronization.

When the idling speed is too low, the engine may stall, and when the idling speed is too high, the fuel consumption becomes excessive, and a resulting lack of engine brake may make the motorcycle difficult to control. Poor carburetor synchronization will cause unstable idling, sluggish throttle response, and reduced engine power and performance.

The following procedure consists of four parts: preliminary checks, preliminary adjustment (sometimes necessary), idling adjustment, and carburetor synchronization.

Preliminary Checks

- In order to obtain correct idling adjustment, first check and then correct, if necessary, the following:
 - Valve clearance (Pg. 14)
 - Engine oil (Pg. 173)
 - Spark plugs (Pg. 12)
 - Ignition timing (Pg. 12)
 - Cylinder compression (Pg. 109)

Preliminary Adjustment

If the engine idling is especially rough, it may be necessary to make the following adjustment before making the idling adjustment: