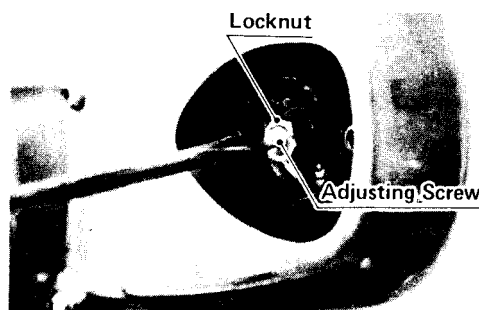


16 ADJUSTMENT

- Adjust the idling speed to 950 ~ 1,050 rpm with the

(25)



idling screw, if necessary.

- Recheck the difference in vacuum gauge readings, and if there is a difference of more than 2 cm Hg, repeat the last 2 steps.
- When the balance adjusting screw is properly positioned, tighten the balance adjusting screw locknut and stop the engine.
- Detach the vacuum gauges, and install the hose on the intake manifold vacuum gauge attachments.
- Install the fuel tank (Pg. 32).

CLUTCH

Stretching of the clutch cable causes the clutch lever to develop excessive play. Too much play will prevent complete disengagement and may result in shifting difficulty and possible clutch and transmission damage. Most of the play must be adjusted out, but a small amount must remain so that the clutch release lever will function properly.

Clutch plate wear also causes the clutch to go out of adjustment. This wear causes the play between the push rod and the adjusting screw to gradually diminish until the push rod touches the adjusting screw. When this play is lost, the clutch will not engage fully, causing the clutch to slip.

NOTE: Even though the proper amount of play exists at the clutch lever, clutch lever play alone cannot be used to determine whether or not the clutch requires adjustment.

The adjustment procedure which follows compensates for both cable stretch and plate wear.

WARNING To avoid a serious burn, never touch the

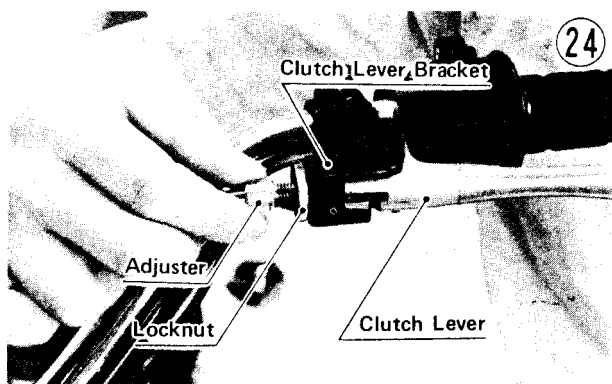
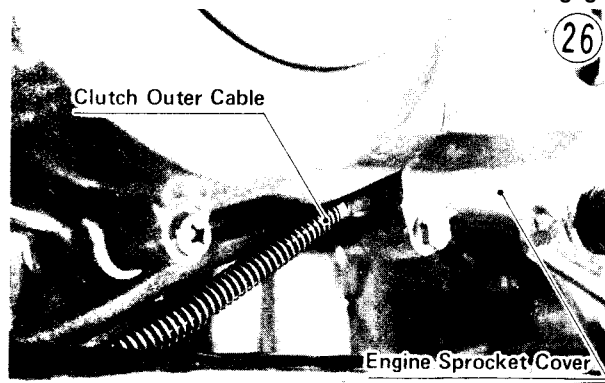
engine or exhaust pipes during clutch adjustment.

To adjust the clutch:

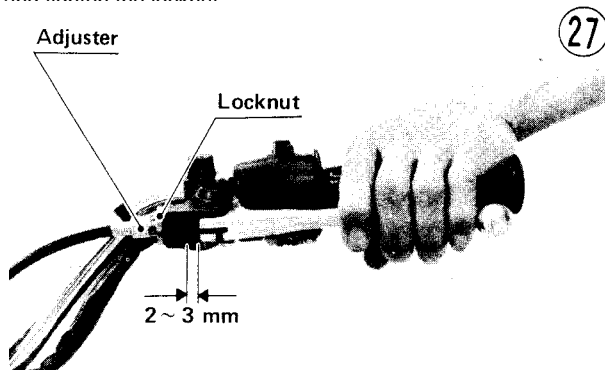
- Loosen the locknut and turn the adjuster at the clutch lever all the way into the lever bracket.

- Turn the adjusting screw in until it becomes hard to turn. This is the point where the clutch is just starting to release.
- Back out the adjusting screw 1/2 turn from that point, and tighten the locknut.
- Make sure the lower end of the clutch outer cable is properly fitted into the hole in the engine sprocket cover.

WARNING If the cable is not fully seated in the engine cover hole, it could slip into place later and the clutch would not disengage.



- Turn the adjuster at the clutch lever so that the clutch lever will have 2~3 mm of play as shown in Fig. 27, and tighten the locknut.



- Remove the clutch adjusting cover.
- Loosen the locknut, and back out the clutch adjusting screw 3 or 4 turns until the screw turns without drag.