Table 83 Engine Oil Seals

Crankshaft	Clutch Push Rod	Output Shaft	Shift Shaft	Kick Shaft
AJ254007	AK071807	AJ325211	AJ13225.5	AJ22325.5

Oil seal damage

Inspect the oil seals, and replace any if the lips are misshapen, discolored (indicating the rubber has deteriorated), hardened, or otherwise damaged. Since an oil seal is nearly always damaged on removal, any removed oil seals must be replaced. When pressing in an oil seal which is marked, press it in with the mark facing out. Press the seal in so that the face of the seal is level with the surface of its hole.

FUEL TANK

The fuel tank capacity is 14.5 liters, 2 liters of which form the reserve supply. A cap is attached to the top of the tank, and a fuel tap to the bottom. An air vent is provided in the cap to prevent an air lock, which would hinder fuel flow to the carburetors.

Fuel tap construction is shown in Fig. 502. The fuel tap has three positions: off, on, and reserve. With the tap in the "off" position, no fuel will flow through the tap; with the tap in the "on" position, fuel flows through the tap by way of the main pipe until only the reserve supply is left in the tank; with the tap in the "reserve" position, fuel flows through the tap from the bottom of the tank. The fuel tap contains a filter and a sediment cup to filter out dirt and collect water.

Inspection and cleaning

If fuel leaks from the cap or from around the fuel tap, the cap gasket or tap gasket may be damaged. Visually inspect these parts, and replace them if necessary.

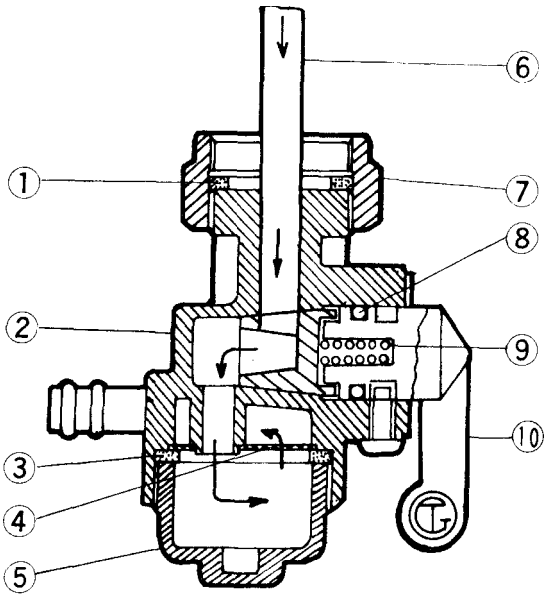
Examine the air vent in the cap to see if it is obstructed. Use compressed air to clear an obstructed vent.

Periodically inspect and clean the fuel tap filter and the sediment cup, using a high flash-point solvent and a fine brush. If the filter is damaged, it must be replaced. If the sediment cup contains much water or dirt, the fuel tank and the carburetor may also need to be cleaned.

To clean out the fuel tank, disconnect the fuel hoses, remove the fuel tap, and flush out the tank with a high flash-point solvent.

To drain the carburetor float bowls, remove the plug at the bottom of each carburetor. For thorough cleaning, remove and disassemble the carburetors (Pg. 33).

Fuel Tap



6. Main Pipe
7. Fuel Tap Nut
8. 0 Ring
9. Spring
10. Lever

WHEELS

Wheel construction is shown in Fig. 503 and 504. The following sections, Pgs. 150~155, cover the tires, rims and spokes, axles, grease seals, and wheel bearings. For the brakes, see Pgs. 157~163.

TIRES

The tires are designed to provide good traction and power transmission during acceleration and braking even on bad surfaces. To do this, they must be inflated to the correct pressure and not overloaded. The maximum recommended load, in addition to vehicle weight, is 150 kg.

If the tires are inflated to too high a pressure, riding becomes rough, the center portion of the tread wears quickly, and the tires are easily damaged.

If inflation pressure is too low, the shoulder portions wear quickly, the cord suffers damage, fuel consumption is high, and handling is poor. In addition, heat builds up at high speeds, and tire life is greatly shortened.

To ensure safe handling and stability, use only the recommended standard tires for replacement, inflating them to the standard pressure. However, for continuous high speed travel, increase the tire pressure 0.2~0.4 kg/cm^2 (3~6 psi) in order to minimize heat buildup. Also, a certain variation from the standard pressure may be desired depending on road surface conditions (rain, ice, rough surface, etc.).