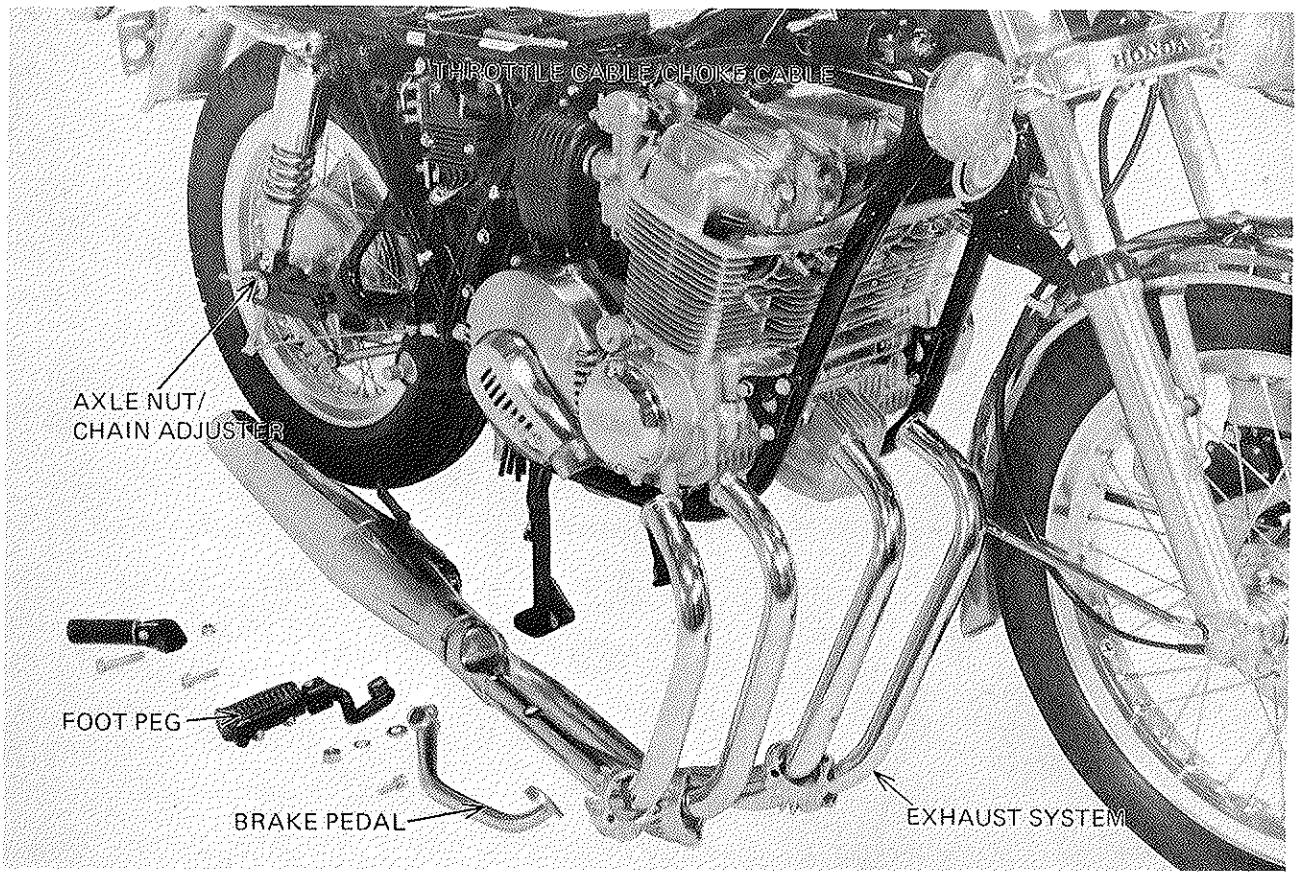
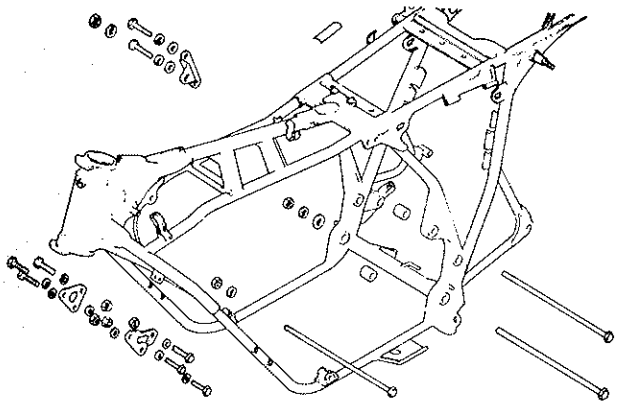
5. ENGINE REMOVAL/ INSTALLTION

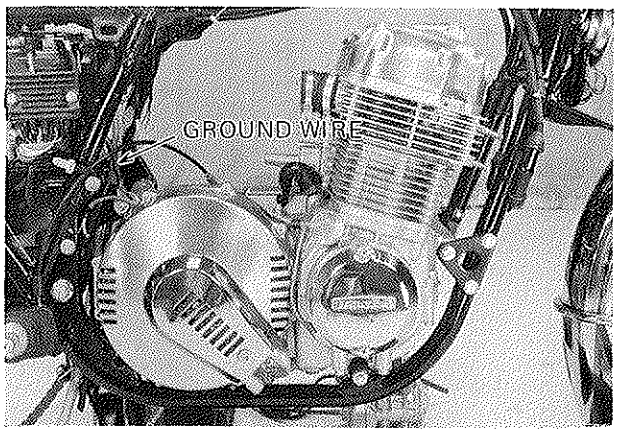
('76 model)
(1) Drain the oil.
(2) Remove the fuel tank.
(3) Remove the oil filter element.
(4) Remove the oil pan/oil strainer.
(5) Loosen the rear axle nut to loosen the drive chain.

Remove the Right Side
- FOOT PEG
- EXHAUST SYSTEM
- SIDE COVER
- WIRE CONNECTORS



Installation of bolts and nuts





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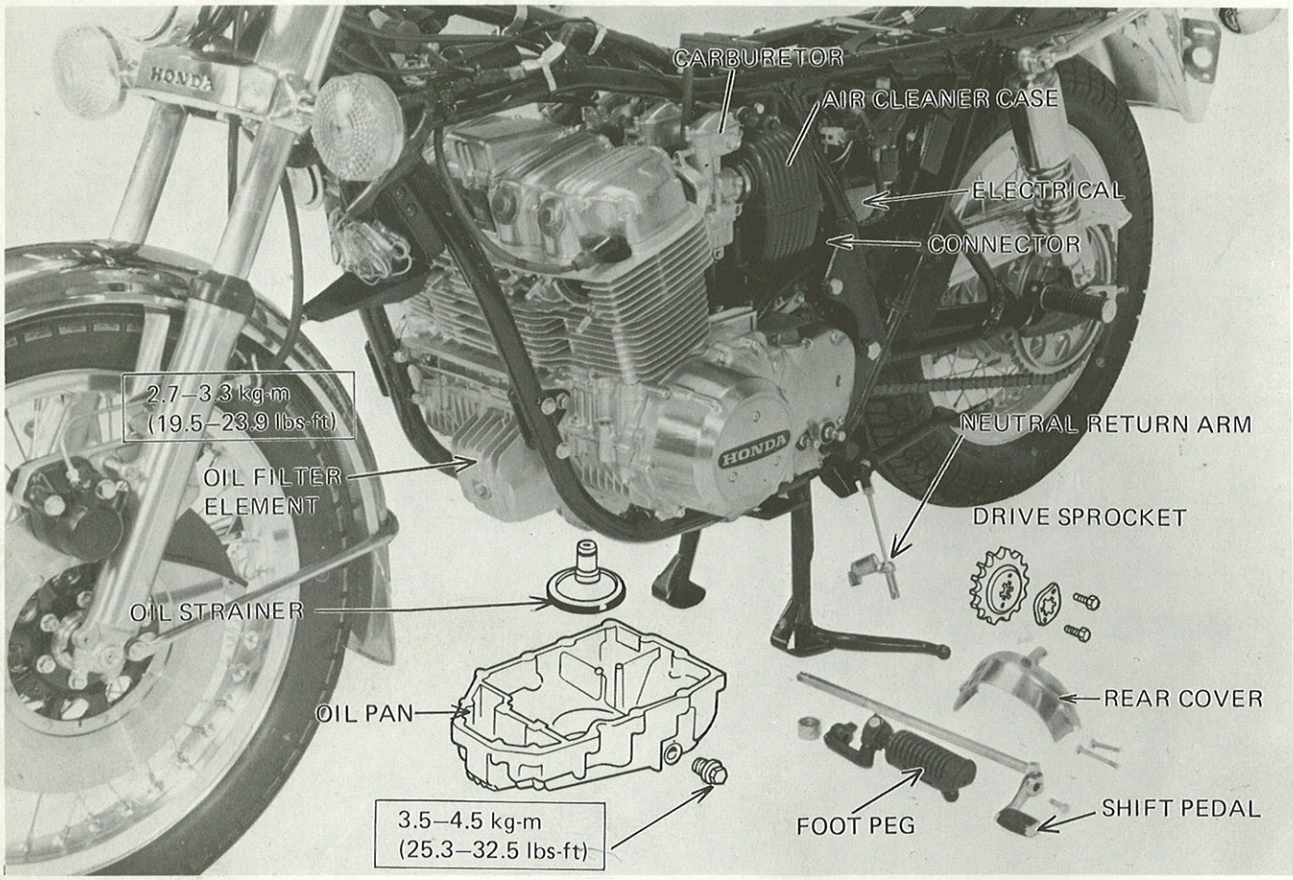
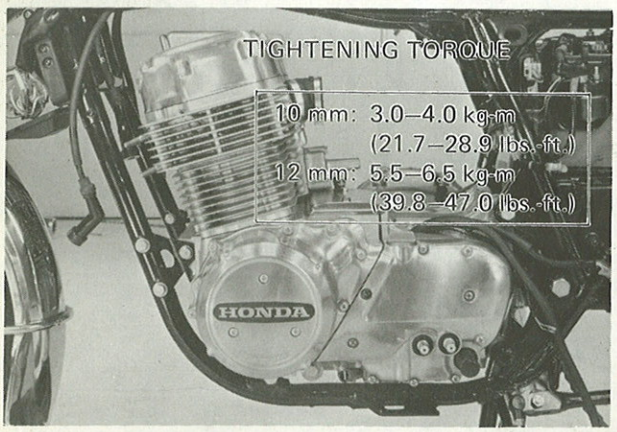
ENGINE REMOVAL/INSTALLATION

Remove the Left Side

- NEUTRAL RETURN ARM
- SHIFT PEDAL
- DRIVE CHAIN COVER
- DRIVE SPROCKET
- A.C.G. COUPLER/WIRE CONNECTORS

(6) Remove the air cleaner.
(7) Remove the carburetor.
(8) Disconnect the high tension wires.
(9) Remove the engine from the right side.





CAUTION

Engine oil is a major factor affecting the performance and service life of the engine. Use only specified motor oil. Do not use ATF.

INSPECTION/ADJUSTMENT AFTER ENGINE INSTALLATION

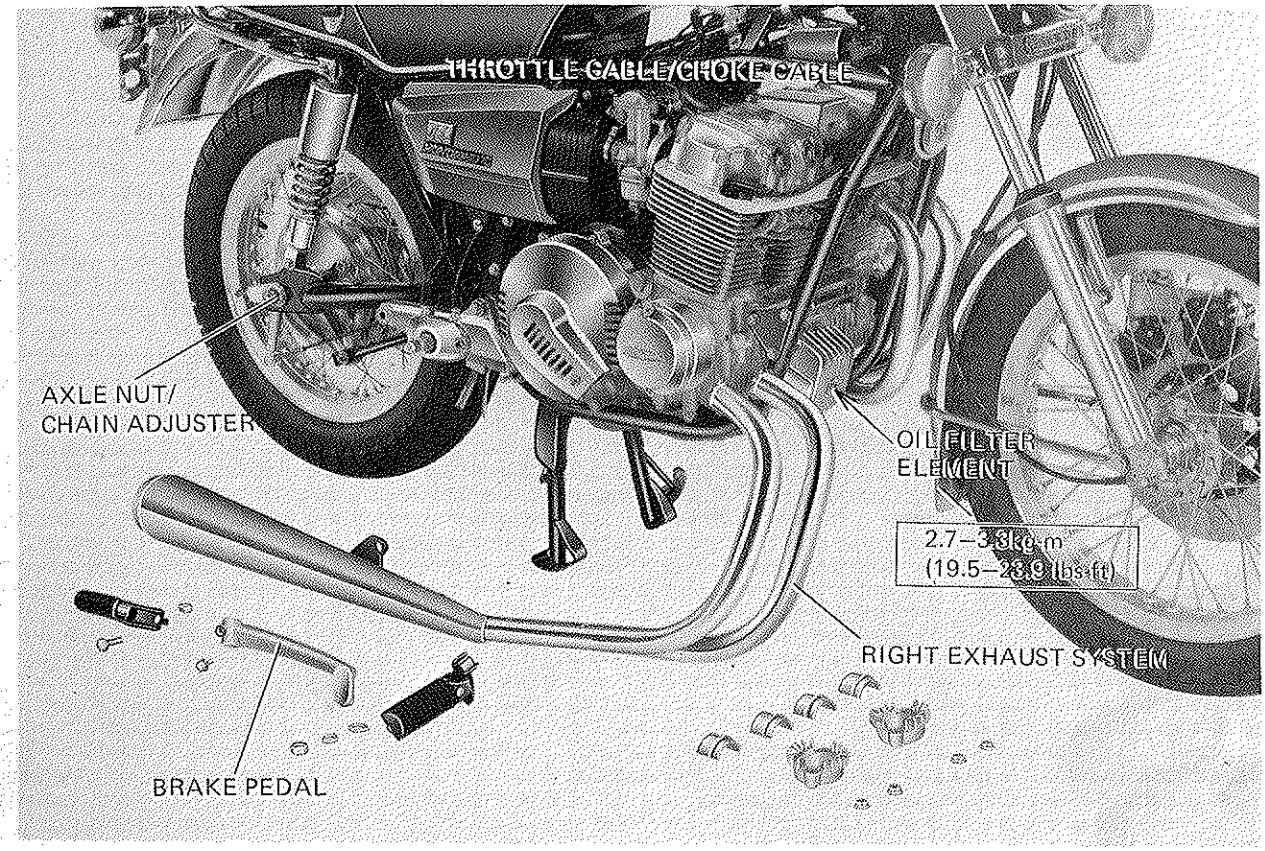
1. OIL LEVEL/LEAKAGE
2. WIRE/CABLE ROUTING
3. INDICATOR LIGHTS
4. DRIVE CHAIN TENSION
   15–25 mm (5/8–1 in.)
5. NEUTRAL RETURN ARM OPERATION (See page 4–22)

Date of Issue: December, 1977

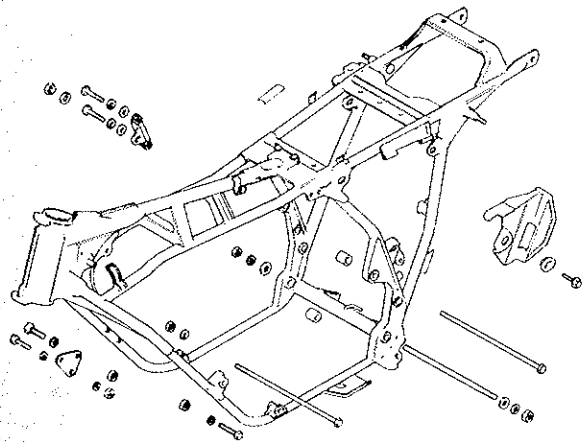
ENGINE REMOVAL/INSTALLATION

('77 and '78 models)
(1) Drain the oil.
(2) Remove the fuel tank.
(3) Remove the oil filter element.
(4) Remove the oil pan/oil strainer.
(5) Loosen the rear axle nut to loosen the drive chain.

Remove the Right Side
- FOOT PEG
- EXHAUST SYSTEM
- SIDE COVER
- WIRE CONNECTORS
- REAR BRAKE PEDAL



Installation of bolts and nuts

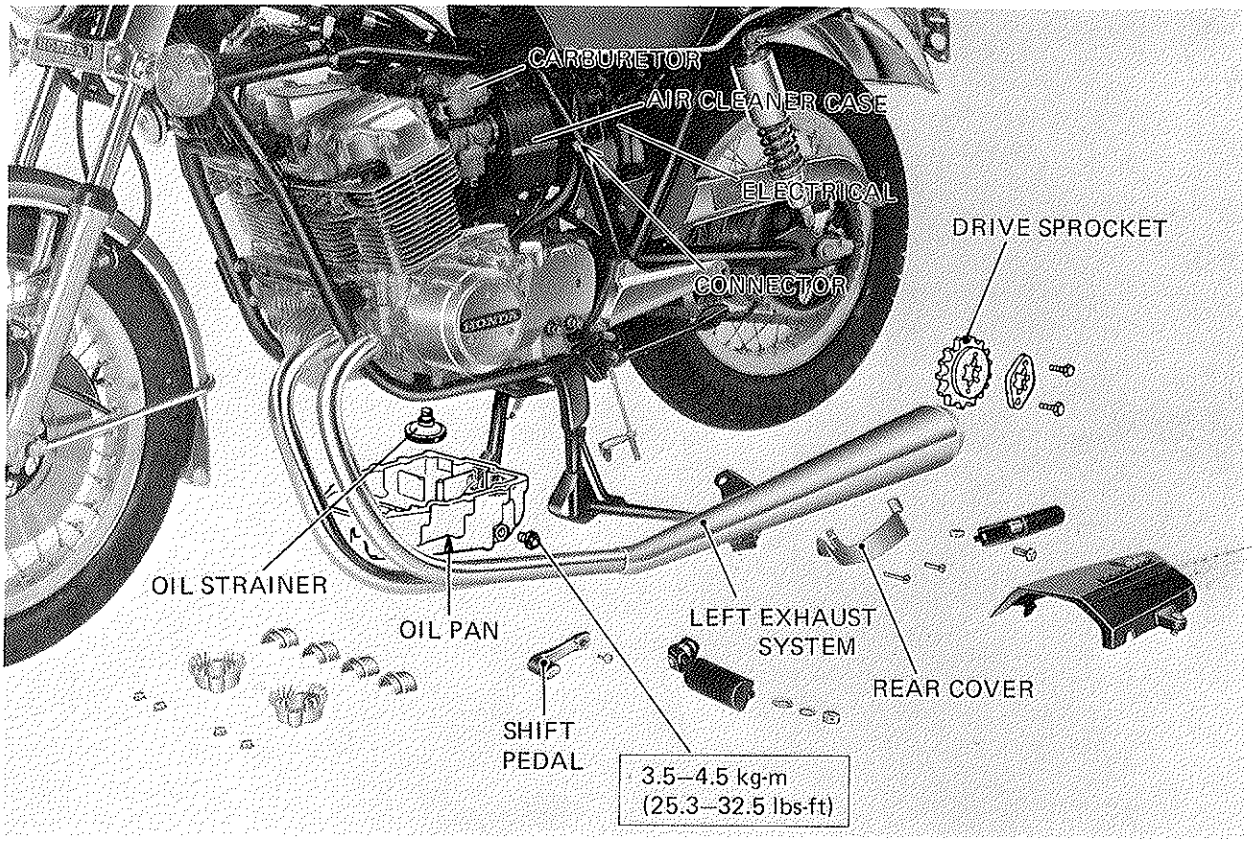


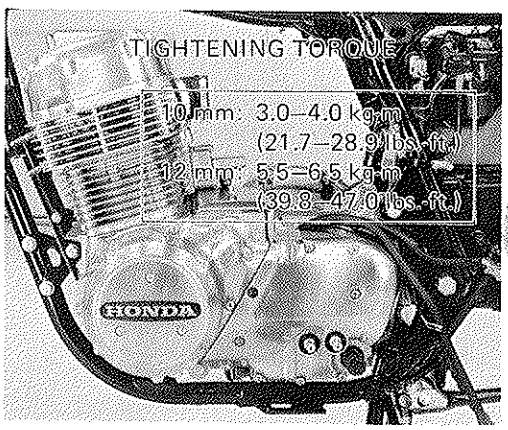
ENGINE REMOVAL/INSTALLATION

Remove the Left Side

- NEUTRAL RETURN ARM
- SHIFT PEDAL
- DRIVE CHAIN COVER
- DRIVE SPROCKET
- A.C.G. COUPLER/WIRE CONNECTORS
- EXHAUST SYSTEM

(6) Remove the air cleaner.
(7) Remove the carburetor.
(8) Disconnect the high tension wires.
(9) Remove the engine from the right side.





CAUTION

Engine oil is a major factor affecting the performance and service life of the engine. Use only specified motor oil. Do not use ATF.

INSPECTION/ADJUSTMENT AFTER ENGINE MOUNTING

1. OIL LEVEL/LEAKAGE
2. WIRE/CABLE ROUTING
3. INDICATOR LIGHTS
4. DRIVE CHAIN TENSION
   15–25 mm (5/8–1 in.)
5. NEUTRAL RETURN ARM OPERATION (See page 4–22)

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6. CYLINDER HEAD/ VALVE MECHANISM

● SERVICE INFORMATION

SPECIFICATIONS

Unit: mm (in.)

Item		Standard	Service Limit
Camshaft O.D. (center)		21.789–21.810 (0.8578–0.8587)	21.74 (0.8559)
Camshaft O.D. (ends)		21.939–21.960 (0.8637–0.8646)	21.89 (0.8618)
Camshaft runout		0.1 (0.004)	–
Cam lift	IN	35.314 (1.3903)	35.24 (1.3874)
	EX	34.893 (1.3737)	34.82 (1.3709)
Camshaft holder I.D.		22.02–22.041 (0.8669–0.8678)	22.10 (0.870)
Rocker arm I.D.		12.00–12.018 (0.4724–0.4731)	12.05 (0.4744)
Rocker arm shaft O.D.		11.966–11.984 (0.4711–0.4718)	11.94 (0.4701)
Valve-to-guide clearance	IN	0.01–0.03 (0.0004–0.0012)	0.08 (0.0031)
	EX	0.04–0.06 (0.0016–0.0024)	0.1 (0.004)
Valve spring free length	INNER	38.1 (1.500)	37.0 (1.457)
	OUTER	41.2 (1.622)	40.0 (1.575)
Cylinder head gasket surface warpage		0.05 (0.002)	0.1 (0.004)
Valve guide I.D.		6.60–6.62 (0.2598–0.2606)	6.65 (0.2618)
Valve stem O.D.	EX	6.55–6.56 (0.2579–0.2583)	6.52 (0.2567)
	IN	6.58–6.59 (0.2591–0.2595)	6.55 (0.2579)

TORQUE VALUES

Cylinder head (8 mm)	2.0–2.5 kg-m (14.5–18.1 lbs-ft)
Cam sprocket fixing bolt	1.8–2.2 kg-m (13.0–15.9 lbs-ft)
Tappet adjusting lock nut	1.1–1.5 kg-m (8.0–10.8 lbs-ft)
Tappet adjusting hole cap	1.0–1.4 kg-m (7.2–10.1 lbs-ft)
Spark plug	1.2–1.9 kg-m (8.7–13.7 lbs-ft)
Camshaft	2.4–3.0 kg-m (17.4–21.7 lbs-ft)

SPECIAL TOOLS

Tappet adjusting wrench	07908–3230000
Valve guide driver	07942–3000000
Valve spring compressor	07957–3290001
Valve guide reamer	07984–6110000

● TROUBLESHOOTING

SYMPTOM	POSSIBLE CAUSE
Compression too low	Improper tappet adjustment
Compression too high	Improper valve mechanism
Abnormal noise	Blown cylinder head gasket
Oil leak	Carbon deposits on cylinder head
Engine seized	Clogged engine oil circuit

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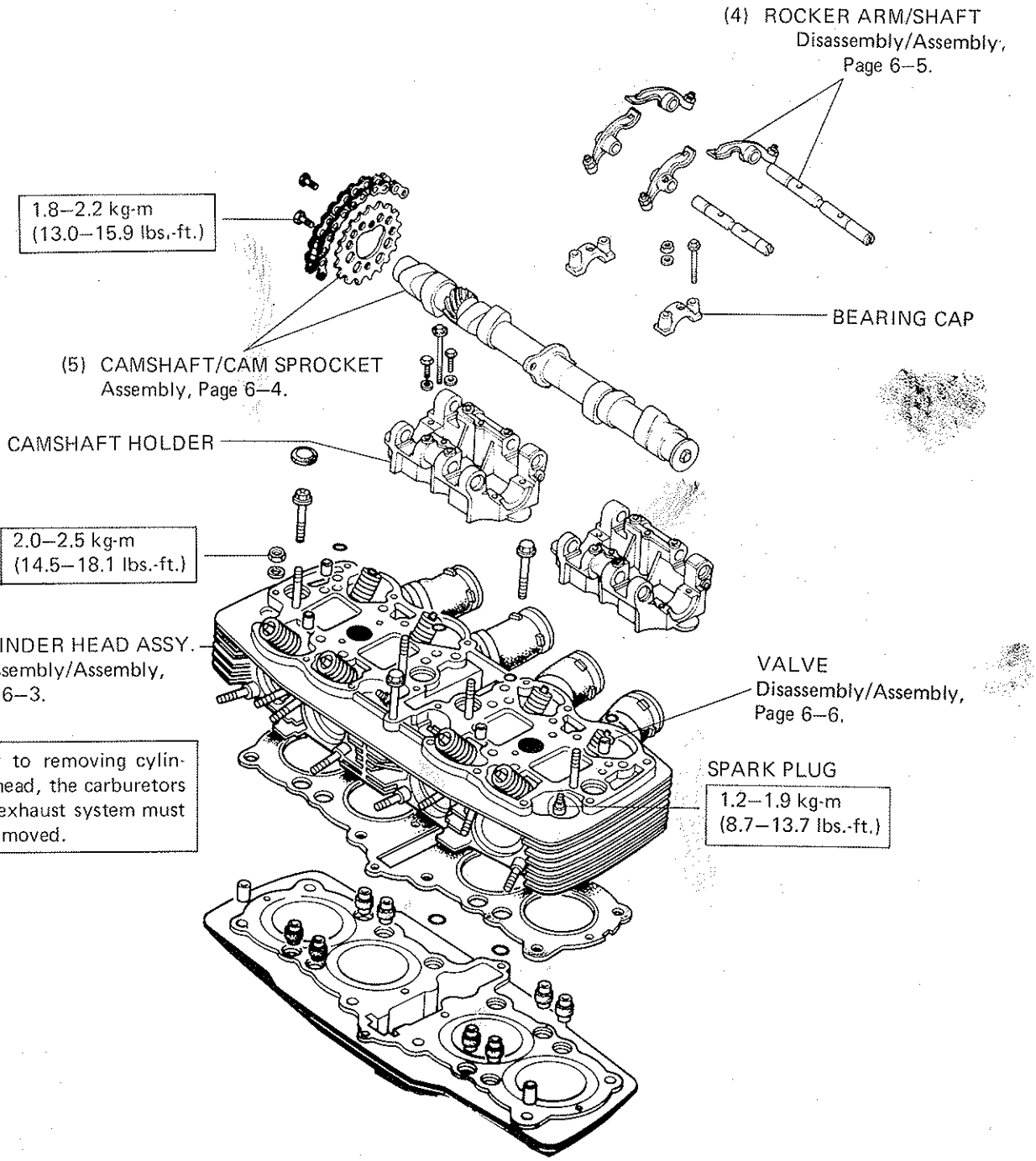
● DISASSEMBLY/ASSEMBLY

(1) Remove the fuel tank.
(2) Remove the cam chain tensioner holder.
(3) Remove the breather/cylinder head cover.

OIL

Lubricate all parts with oil before reassembly.



NOTE

Prior to removing cylinder head, the carburetors and exhaust system must be removed.

After assembling, inspect the following items and adjust if necessary:

- Tappet clearance . . . . . Page 4– 7
- Cam chain tension . . . . Page 4–10

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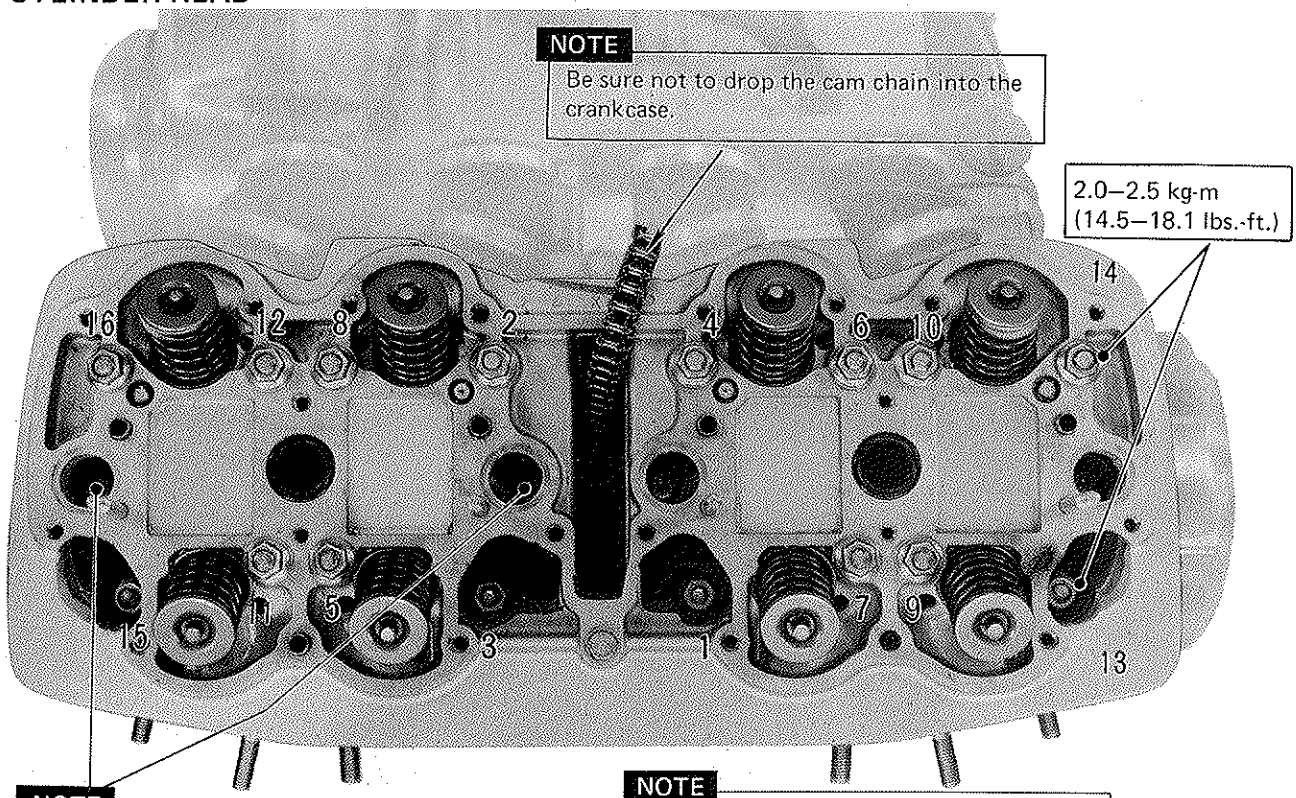
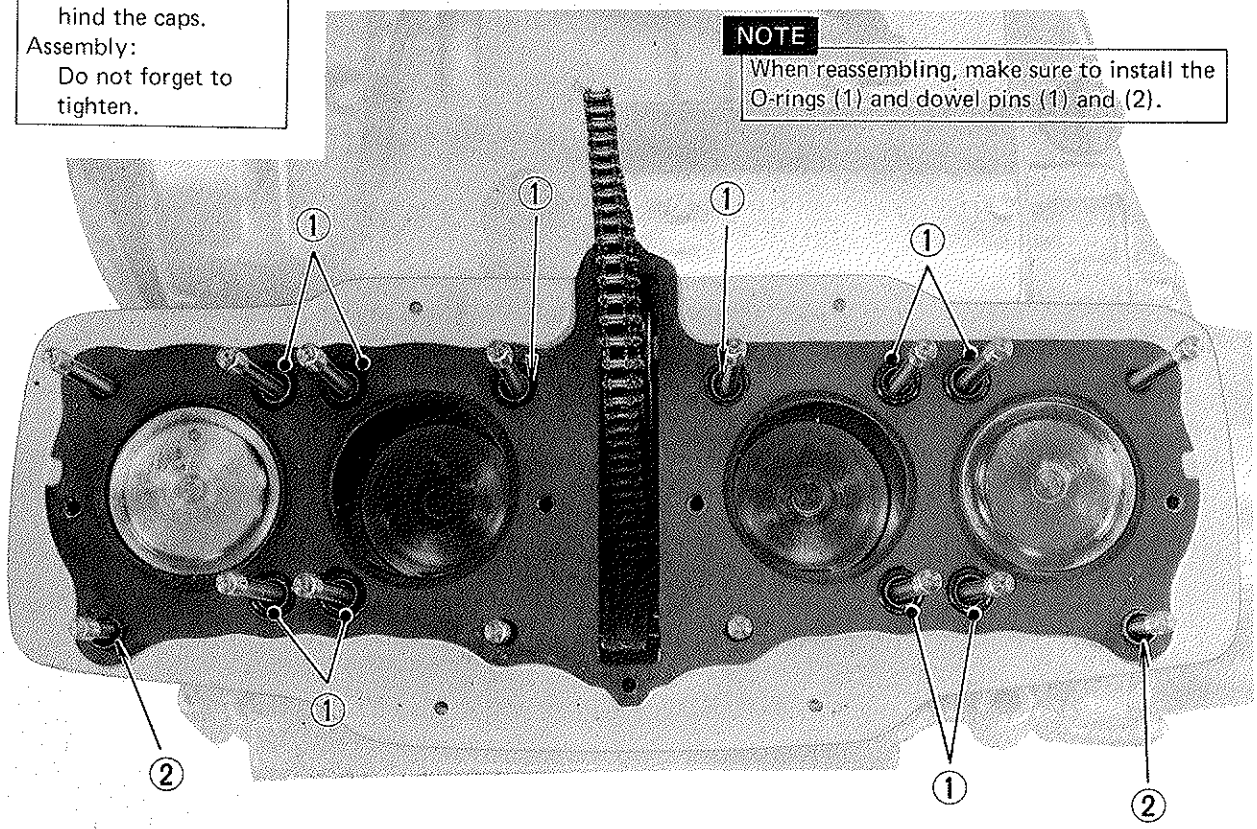
• CYLINDER HEAD

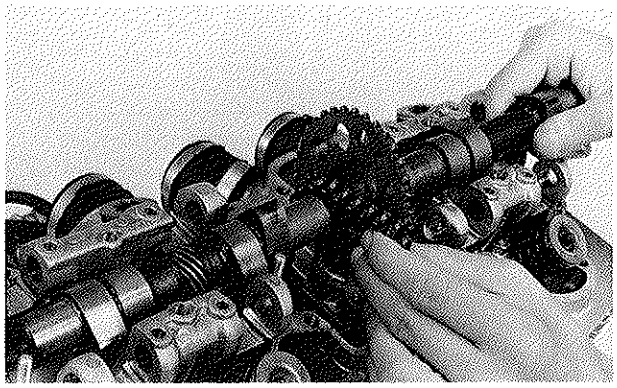


NOTE
Disassembly:
Bolts are located behind the caps.
Assembly:
Do not forget to tighten.

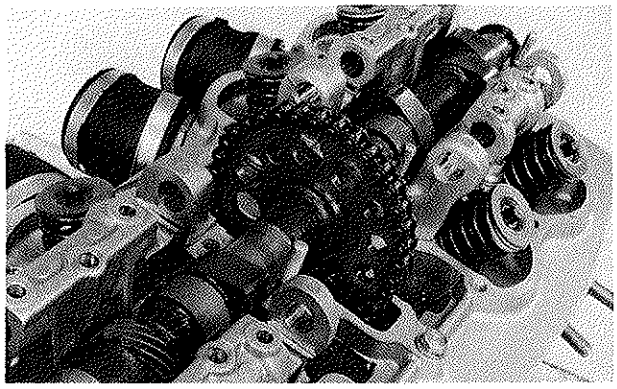
NOTE
Tighten in the order of (1), (2), (3), - - - - -



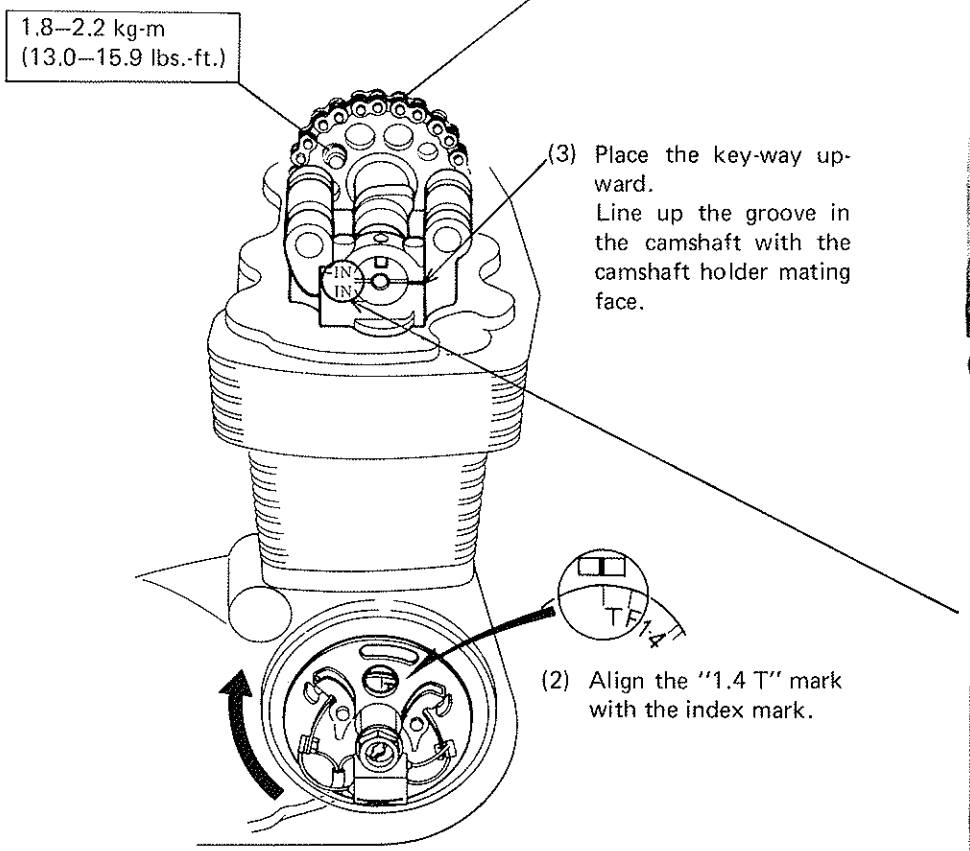
• CAMSHAFT/CAM SPROCKET/VALVE TIMING ADJUSTMENTS



(1) Install the camshaft from the left side of the engine.



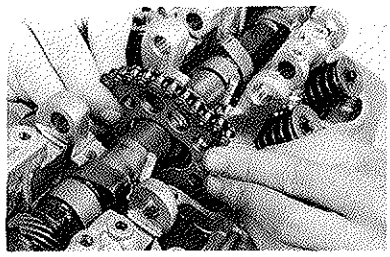
(4) Engage the cam chain with the sprocket and position the sprocket on the camshaft.



(3) Place the key-way upward.
Line up the groove in the camshaft with the camshaft holder mating face.

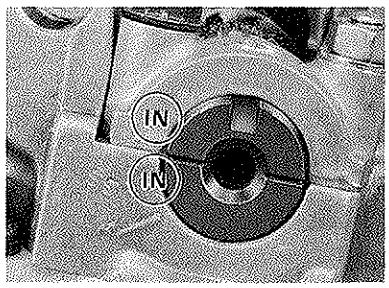
(2) Align the "1.4 T" mark with the index mark.

I393652



(5) If the valve timing is not correct, adjust by changing the chain engagement.

(6) Align the same identification marks.



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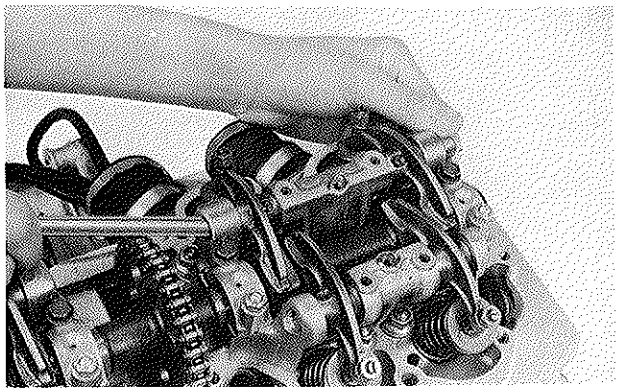
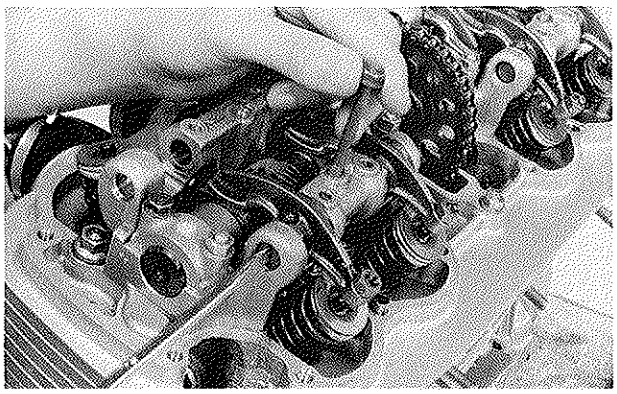
• ROCKER ARM/ROCKER ARM SHAFT

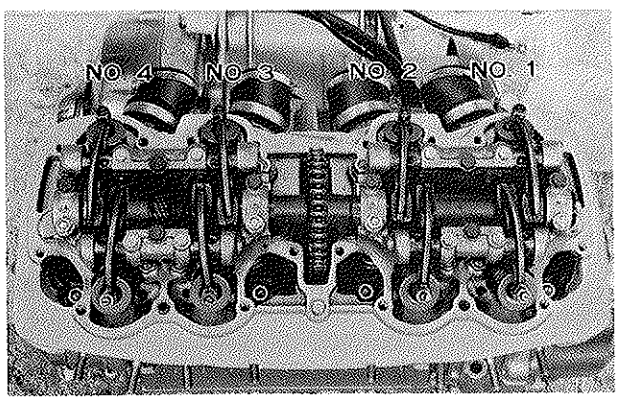
Remove the rocker arm shafts by turning the crankshaft to make each rocker arm free.



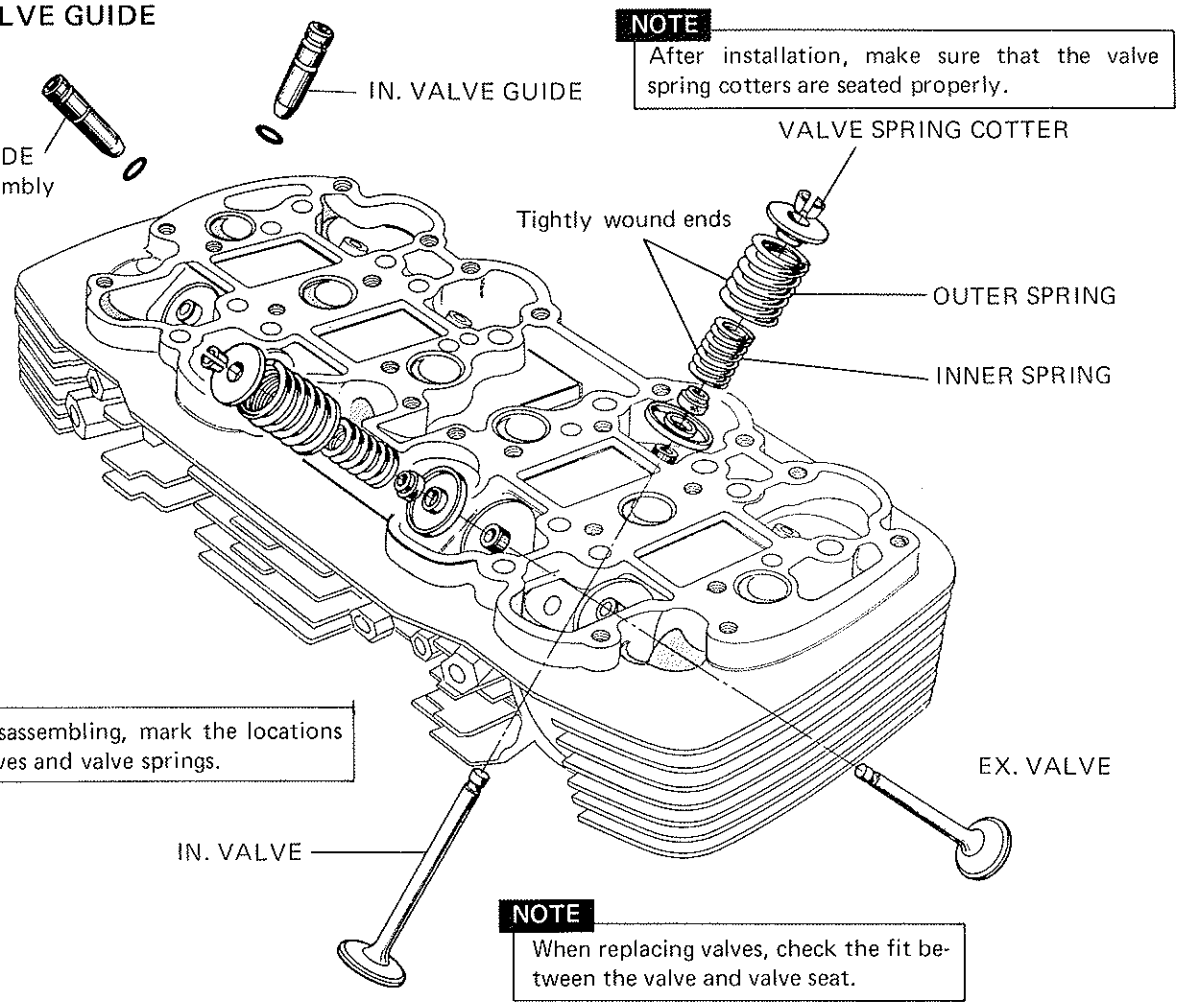
When installing the rocker arm shaft, align the bolt holes by turning the rocker arm shaft with a screwdriver.



Rocker arms No. 1 and No. 3, and No. 2 and No. 4, are interchangeable.
Do not interchange the arms between these two groups.



• VALVE/VALVE GUIDE



NOTE

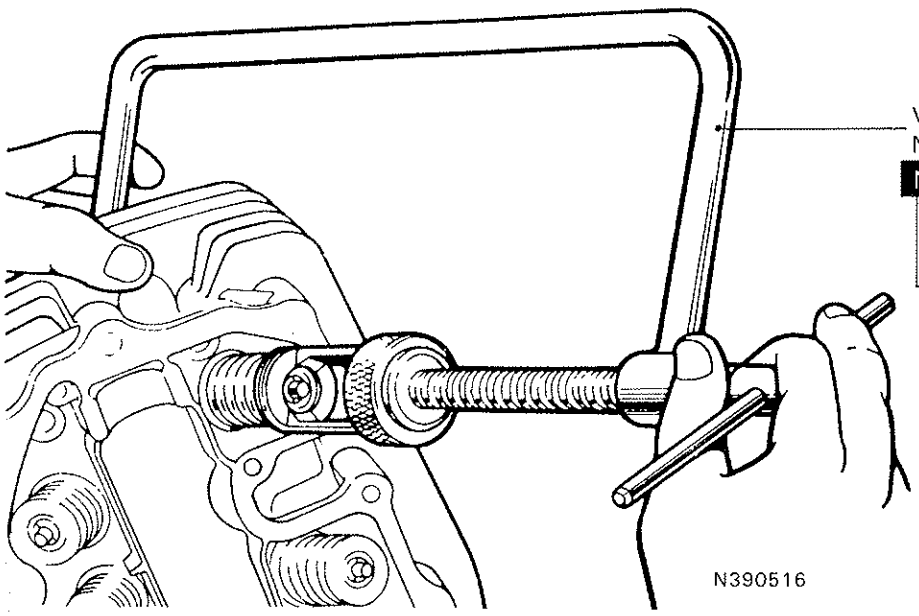
After installation, make sure that the valve spring cotters are seated properly.

NOTE

Before disassembling, mark the locations of the valves and valve springs.

NOTE

When replacing valves, check the fit between the valve and valve seat.



VALVE SPRING COMPRESSOR
No. 07957–3290001

NOTE

Do not screw in sufficiently enough to damage the valve guide.

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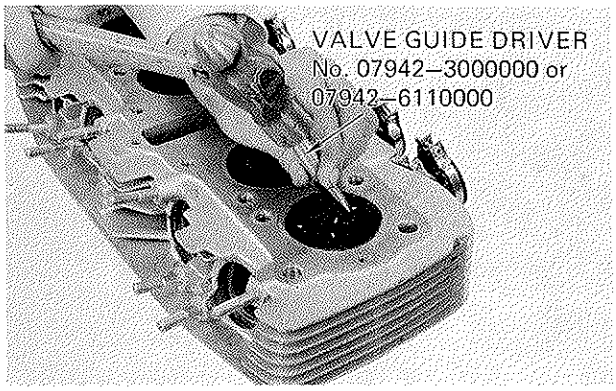
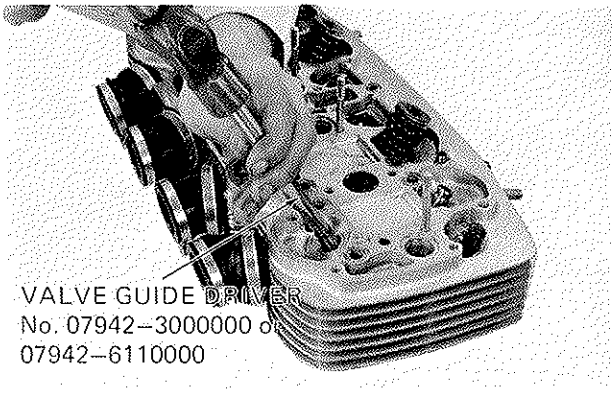
• DRIVING OUT OF VALVE GUIDE



• DRIVING IN OF VALVE GUIDE

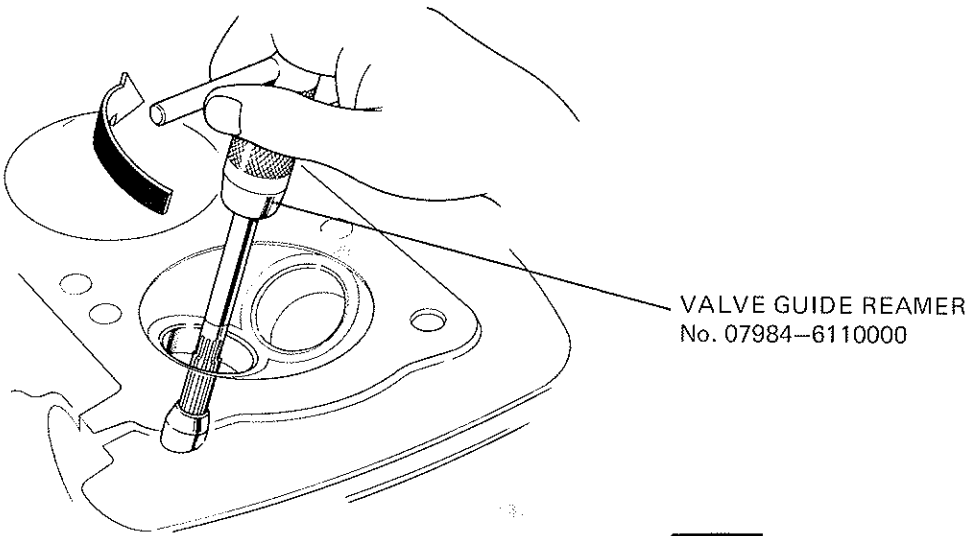


NOTE
- Do not damage the gasket surface of the cylinder head.
- After driving a new valve guide, check for damage.

After the guide is replaced, ream the valve guide I.D. to specification, using a valve guide reamer.

• REAMING VALVE GUIDE

- Always turn the valve guide reamer clockwise.
- Check the valve-to-guide clearance (Page 6–10).



STANDARD VALVE GUIDE I.D.

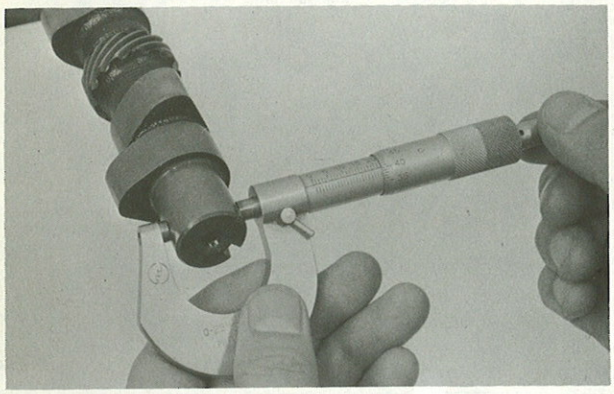
IN/EX: 6.60–6.62 mm (0.2598–0.2606 in.)

P393597

NOTE
After reaming, clean the cylinder head with solvent.

• INSPECTION

• CAMSHAFT O.D.



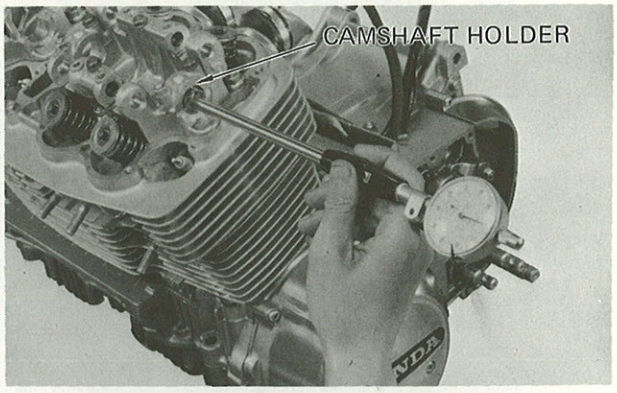
Camshaft ends

21.939–21.960 mm (0.8637–0.8646 in.) Service Limit: 21.89 mm (0.8628 in.)

Camshaft center

21.789–21.810 mm (0.8578–0.8587 in.) Service Limit: 21.74 mm (0.8559 in.)

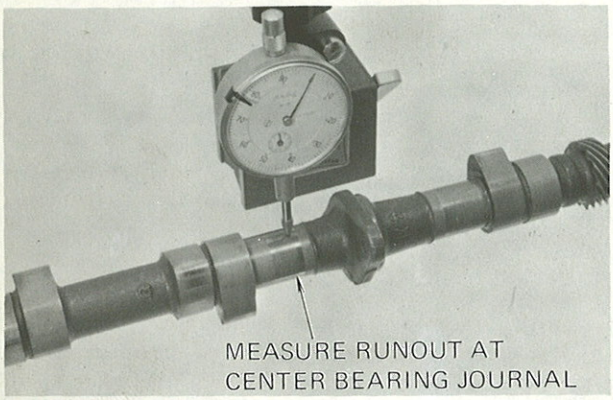
• CAMSHAFT HOLDER I.D.



Torque the bearing cap bolts.
Measure the bearing I.D.

22.02–22.041 mm (0.8669–0.8678 in.) Service Limit: 22.10 mm (0.870 in.)

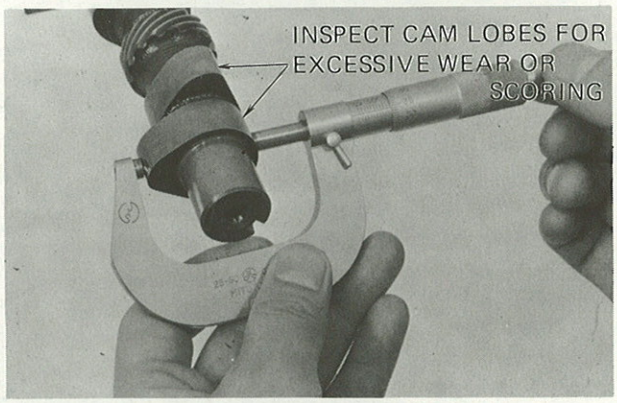
• CAMSHAFT RUNOUT



Measure runout at center bearing journal.

Service Limit: 0.1 mm (0.004 in.)

• CAM HEIGHT



Inlet: 35.314 mm (1.3903 in.) Service Limit: 35.24 mm (1.3874 in.) Exhaust: 34.893 mm (1.3737 in.) Service Limit: 34.82 mm (1.3709 in.)

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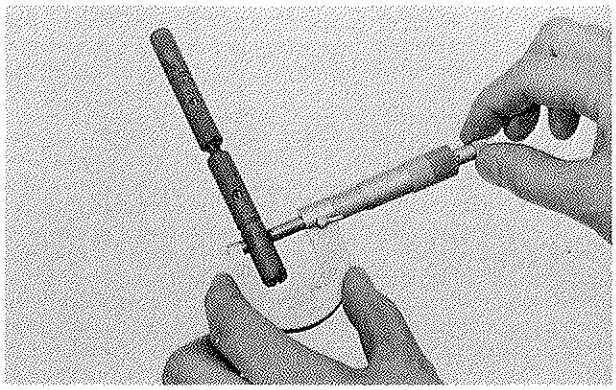
• ROCKER ARM I.D.

I149557

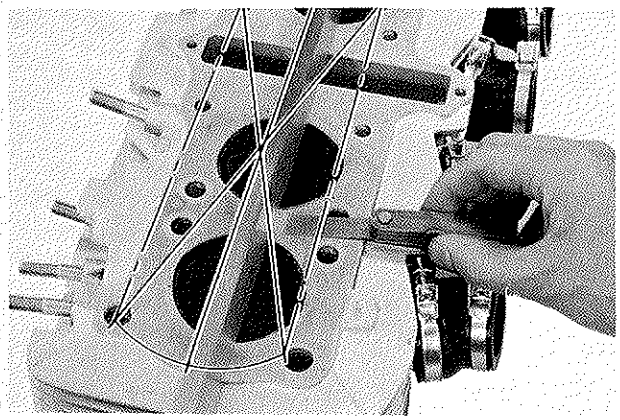
12.00–12.018 mm (0.4724–0.4731 in.)
Service Limit: 12.05 mm (0.4744 in.)

• ROCKER ARM SHAFT O.D.



11.966–11.984 mm (0.4711–0.4718 in.)
Service Limit: 11.94 mm (0.4701 in.)

• CYLINDER HEAD WARPAGE

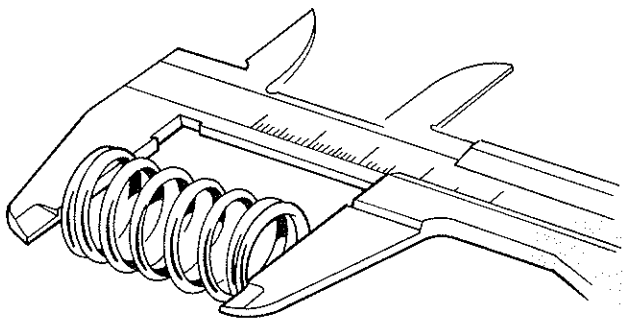


Check for warpage in an X pattern.

0.05 mm (0.002 in.)
Service Limit: 0.1 mm (0.004 in.)

If the service limit is exceeded, lap the cylinder head on a surface plate.

• VALVE SPRING FREE LENGTH



I149547

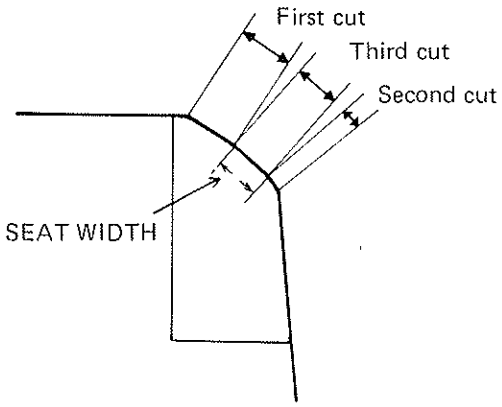
VALVE OUTER SPRING
IN. & EX.

41.2 mm (1.622 in.)
Service Limit: 40.0 mm (1.575 in.)

VALVE INNER SPRING
IN. & EX.

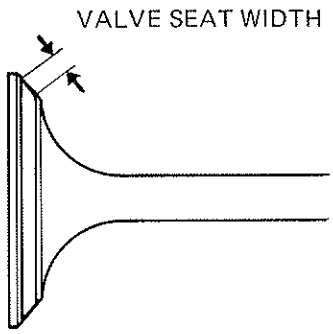
38.1 mm (1.500 in.)
Service Limit: 37.0 mm (1.457 in.)

• VALVE SEAT WIDTH



IN. & EX.

1.0 mm (0.039 in.) Service Limit: 1.5 mm (0.059 in.)



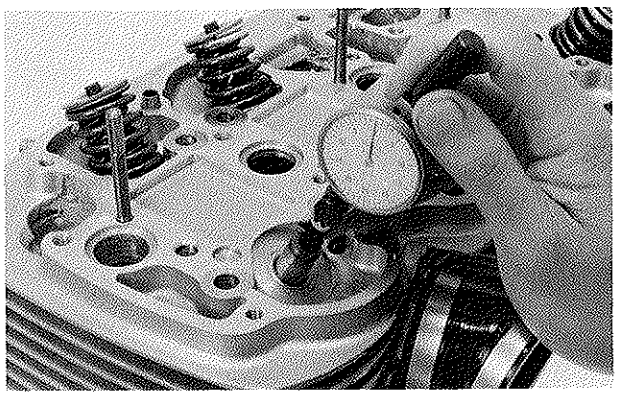
IN. & EX.

1.0–1.3 mm (0.039–0.051 in.) Service Limit: 2.0 mm (0.079 in.)

NOTE

If the valve seat contact surface is uneven or exceeds the limit, reface the seat with a valve seat grinder. See page 6–11.

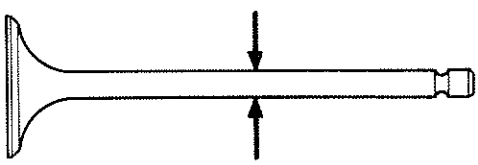
• VALVE GUIDE I.D.



IN. & EX.

6.60–6.62 mm (0.2598–0.2606 in.) Service Limit: 6.65 mm (0.2618 in.)

• VALVE STEM O.D.



IN.

6.58–6.59 mm (0.2591–0.2595 in.) Service Limit: 6.55 mm (0.2579 in.)

EX.

6.55–6.56 mm (0.2579–0.2583 in.) Service Limit: 6.52 mm (0.2567 in.)

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● REPAIR

● REFACING VALVE SEAT

- To determine where the valve contacts the seat, apply a thin coating of Prussian Blue to the seat then put the valve in place.
- If the valve seat is uneven or limits are exceeded, the valve must be replaced and valve seat refaced.

Valve seat width Service Limit (IN. & EX.)	1.5 mm (0.059 in.)

(1) Dress the grinding stone with the diamond-tipped dressing tool.

(2) With the white 45° grinding stone, grind the valve seat until all pits in the seat disappear.

Grinding Stone O.D.	Cutting Angle
IN. (37 mm) EX. (34 mm)	45°

(3) Narrow the seat with a blue 37.5° stone as shown.

Grinding Stone O.D.	Grinding Angle
IN. (35 mm) EX. (32 mm)	37.5°

(4) Narrow the valve seat at the bottom using a pink 63.5° stone.

Grinding Stone O.D.	Grinding Angle
IN. (32 mm) EX. (29 mm)	63.5°

(5) Bring the seat to the correct width and location on the valve face with the 45° stone used in Step (2) above.

NOTE
The grinding stone must be dressed as frequently as possible to insure that the limits are not exceeded.

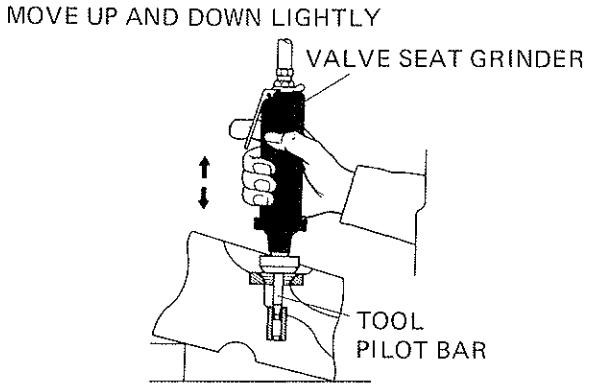
Valve seat width Standard Limit (IN. & EX.)	1.0 mm (0.039 in.)

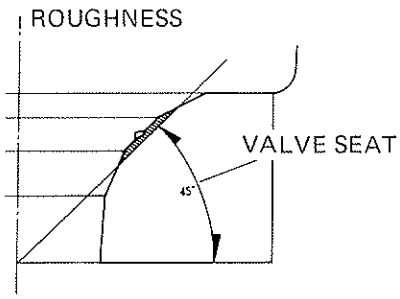
(6) Apply a small amount of fine grinding compound to the valve face. Lap the two surfaces lightly together by rotating rubber hose or the handle of a lapping tool.

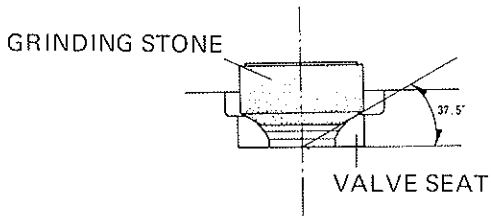
NOTE
Do not allow the lapping compound to enter the valve guide.

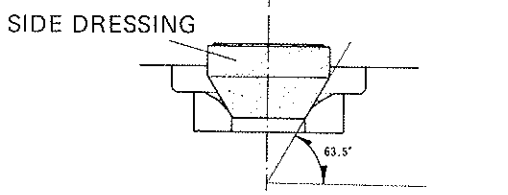
Apply a thin coating of Prussian Blue to the seat and then set the valve in place. The contact is satisfactory if the Prussian Blue is transferred to the center of the seat evenly. Refer to the manual furnished by the refacer manufacturer as for handling of the valve seat grinder.

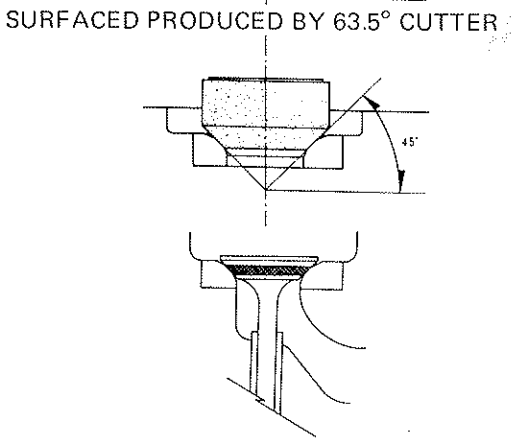
NOTE
Rotate the valve one full turn with a light pressure.











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HONDA CB750A 7. CYLINDER/PISTON

● SERVICE INFORMATION

WORKING PRACTICE

All cylinder and piston maintenance and inspection can be accomplished with the engine in the frame.
Camshaft lubricating oil is fed to the cylinder head through an orifice in the engine case. Be sure this orifice is not clogged and that the O-ring and dowel pins are in place before installing the cylinder head.

SPECIFICATIONS

Unit: mm (in.)

Item		Standard	Service Limit
Cylinder bore		61.01—61.02 (2.402—2.4024)	61.1 (2.4055)
Cylinder out of round at bore		0.1 (0.004)	0.15 (0.0059)
Cylinder taper		0.007—0.012 (0.0003—0.0005)	0.05 (0.002)
Difference in I.D. between cylinders		0.02 (0.0008)	0.1 (0.004)
Piston O.D. at skirt		60.965—60.985 (2.4002—2.401)	60.85 (2.3957)
Cylinder to piston clearance		0.025—0.055 (0.001—0.0022)	—
Piston pin bore (piston)		15.000—15.008 (0.5906—0.5909)	15.08 (0.5937)
Piston pin bore (connecting rod small end)		15.016—15.034 (0.5912—0.5919)	15.07 (0.5933)
Piston pin O.D.		14.99—15.000 (0.5902—0.5906)	14.96 (0.5890)
Piston ring side clearance	Top	0.04—0.07 (0.0016—0.0028)	0.18 (0.007)
	Second	0.025—0.055 (0.001—0.0022)	0.165 (0.0065)
Piston ring thickness	Top	1.170—1.190 (0.0461—0.0469)	1.120 (0.0441)
	Second	1.165—1.180 (0.0459—0.0465)	1.110 (0.0437)
Piston ring end gap	Top/Second	0.2—0.4 (0.008—0.016)	0.7 (0.028)

SPECIAL TOOLS

Piston ring compressor	07954—3000000
Piston base	07958—3000000

● TROUBLESHOOTING

SYMPTOM	POSSIBLE CAUSE
Compression too low (Poor engine performance)	Worn cylinder Scored or scratched cylinder Carbon deposit Worn piston rings
Piston knock	Worn piston Seized piston Worn piston pin Seized piston pin
Smoky exhaust gases	

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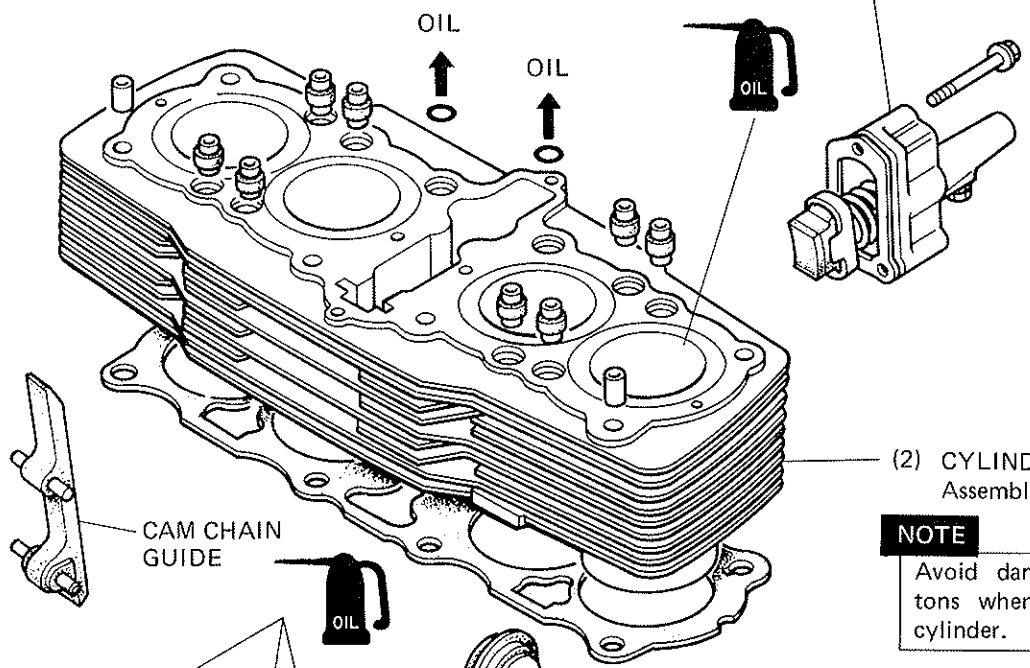
● DISASSEMBLY/ASSEMBLY

(1) Remove the cylinder head. Page 6–3.

CAM CHAIN HOLDER
Adjustment, Page 4–10.

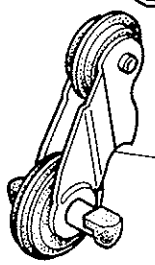
NOTE
Depress the push rod and hold to facilitate assembly.



(2) CYLINDER, Assembly, page 7–4

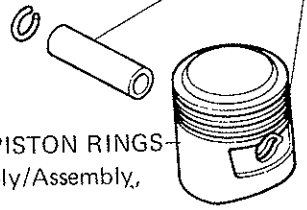
NOTE
Avoid damaging the pistons when removing the cylinder.

CAM CHAIN GUIDE

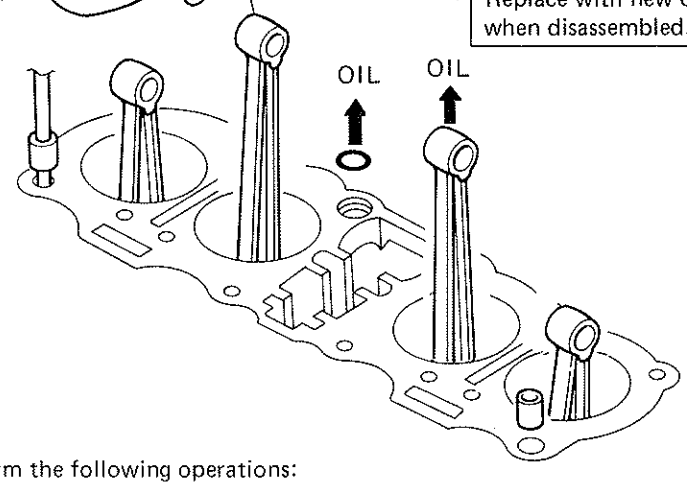


(3) CAM CHAIN TENSIONER

(4) PISTON/PISTON RINGS Disassembly/Assembly, Page 7–3.



NOTE
Replace with new ones when disassembled.



After assembly, perform the following operations:

- Valve tappet clearance adjustment ------- Page 4– 7
- Cam chain tensioner adjustment --------- Page 4–10

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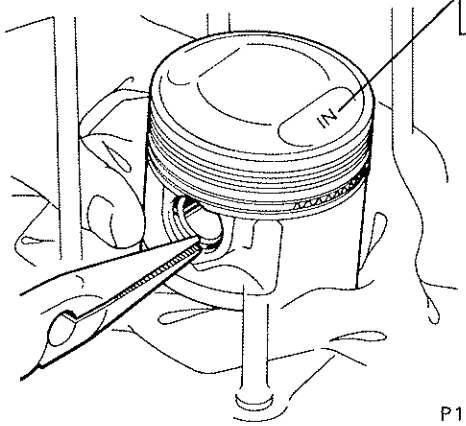
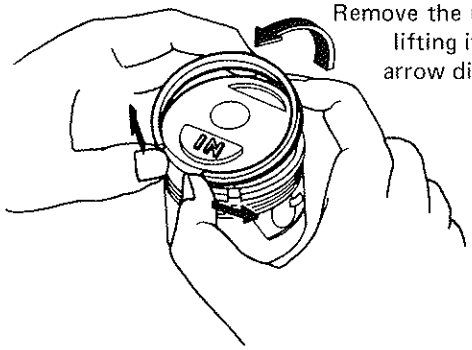
- PISTON/PISTON RINGS
- DISASSEMBLY

NOTE
Install the piston with the mark "IN" toward the rear.



P149537

Place a shop towel or rag to prevent the clips from falling into the crankcase.

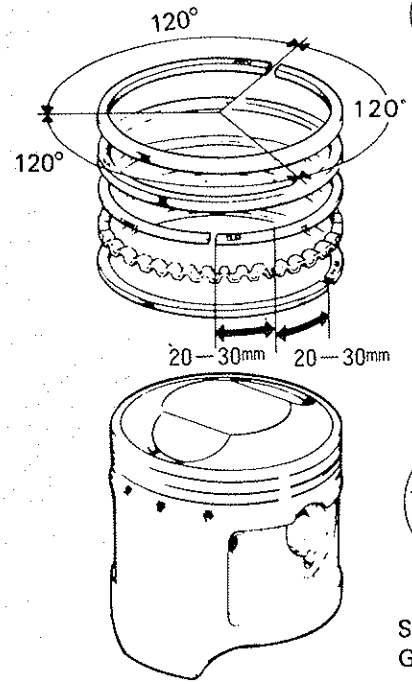


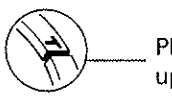
Remove the ring by lifting it in the arrow direction.

NOTE
Do not damage the piston.

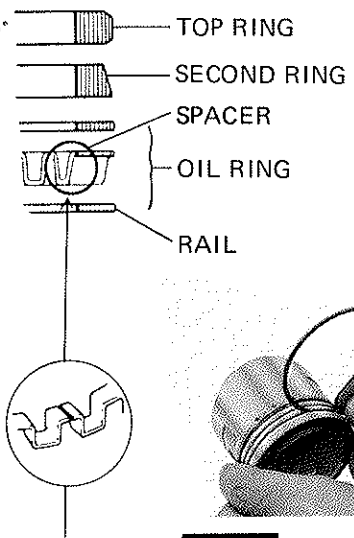
- ASSEMBLY

Install the top and second rings with "T", "R" or "N" mark up.





Place the marking upward.

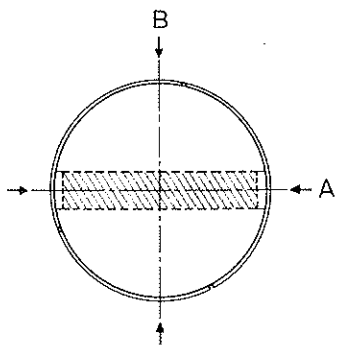


Install the spacer first, then install the rail.

SPACER END GAP

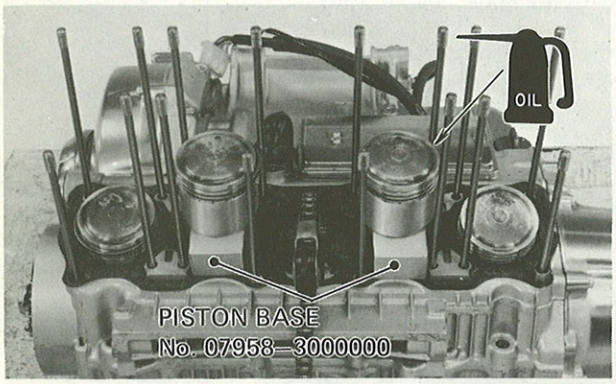
Y365575

NOTE
Avoid piston pin hole and thrust sides.



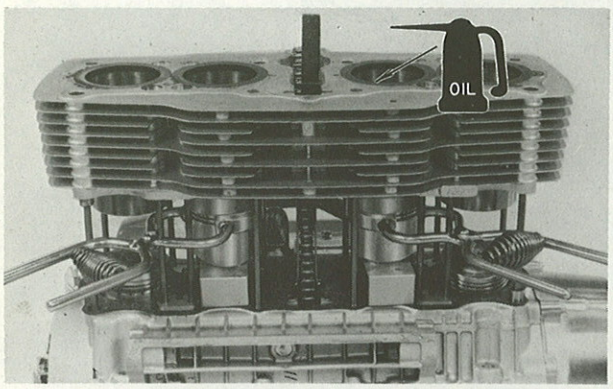
NOTE
Check the ring fit in the ring groove by rotating the ring in the groove.

- CYLINDER
- ASSEMBLY

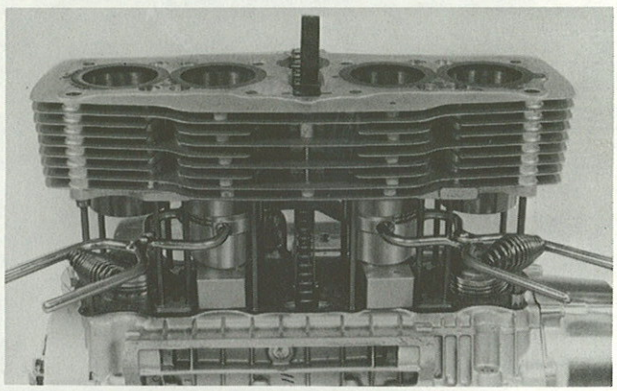


(1) Place the piston bases under the No. 2 and No. 3 pistons.

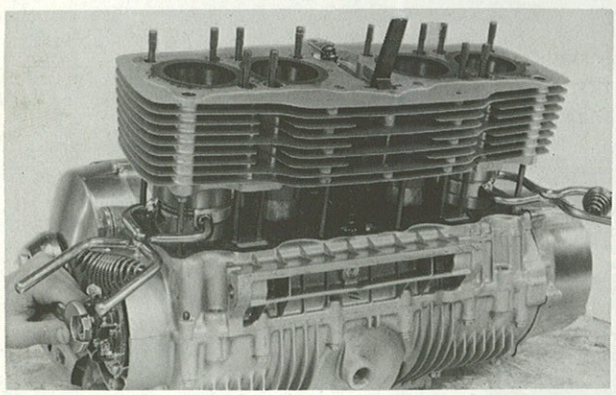
(2) Install the piston ring compressors on the No. 2 and No. 3 piston rings.



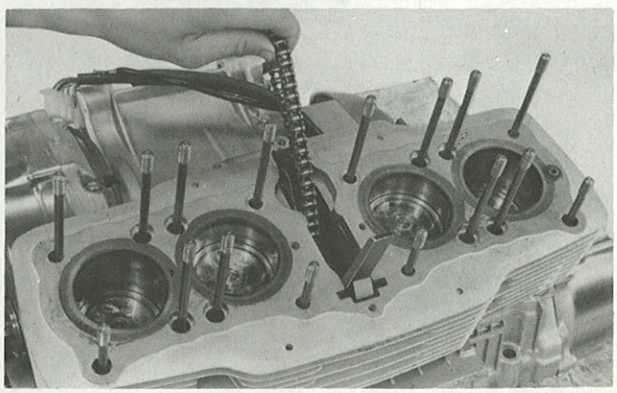
(3) Lower the cylinders over the pistons.



(4) When the pistons have entered the cylinders, remove the compressors.



(5) Insert the No. 1 and No. 4 pistons into the cylinders by rotating the crankshaft carefully. Do not allow the No. 2 and No. 3 piston rings to come out of the cylinders.



(6) Route the cam chain up through the hole in the cylinder block before the cylinder block rests on the crankcase.

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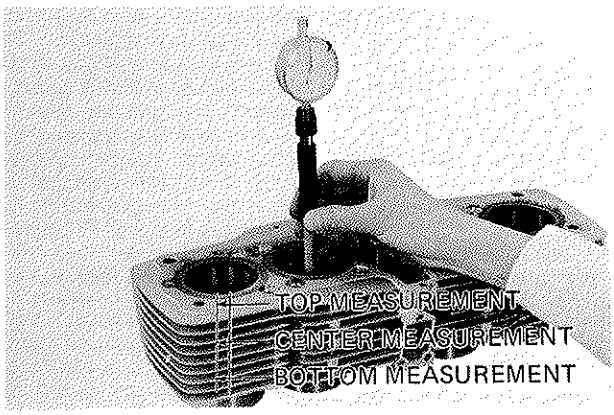
• INSPECTION

• CYLINDER



CYLINDER BORE

61.01–61.02 mm (2.402–2.4024 in.) Service Limit: 61.1 mm (2.4055 in.)

TAPER

0.007–0.012 mm (0.0003–0.0005 in.) Service Limit: 0.05 mm (0.002 in.)

DIFFERENCE IN I.D. BETWEEN CYLINDERS

0.02 mm (0.0008 in.) Service Limit: 0.1 mm (0.004 in.)

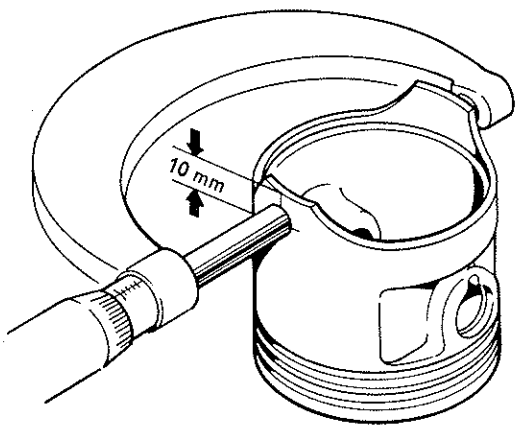
OUT-OF-ROUND

0.1 mm (0.004 in.) Service Limit: 0.15 mm (0.0059 in.)

CYLINDER-TO-PISTON CLEARANCE

0.025–0.055 mm (0.001–0.0022 in.)

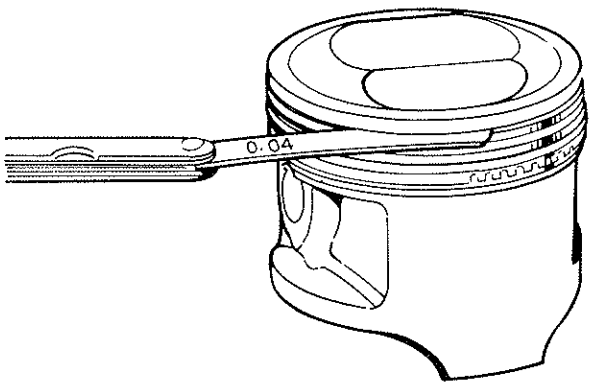
• PISTON SKIRT O.D.



60.965–60.985 mm (2.4002–2.401 in.) Service Limit: 60.85 mm (2.3957 in.)

NOTE
Four oversize pistons are available:
0.25, 0.50, 0.75 and 1.00 mm.

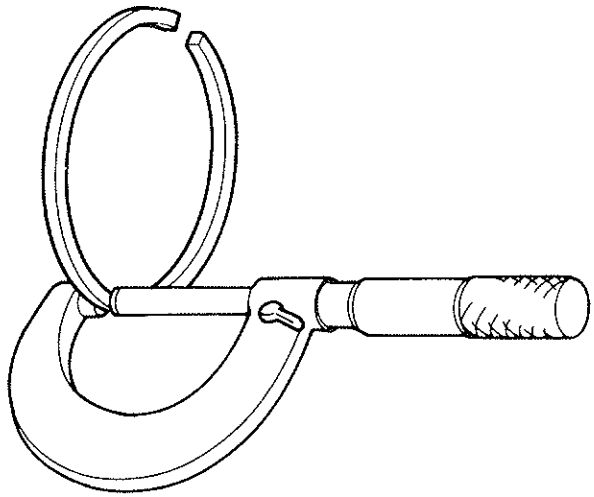
• PISTON RING SIDE CLEARANCE



I149564

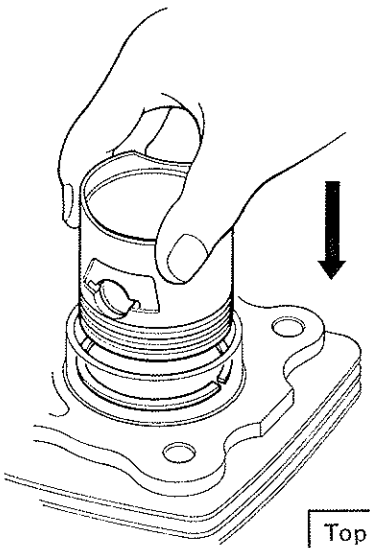
Top: 0.04–0.07 mm (0.0016–0.0028 in.)
Service Limit: 0.18 mm (0.007 in.)
2nd: 0.025–0.055 mm (0.001–0.0022 in.)
Service Limit: 0.165 mm (0.0065 in.)

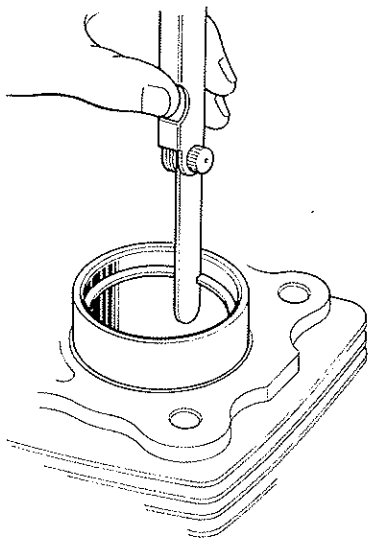
• PISTON RING THICKNESS



Top: 1.170–1.190 mm (0.0461–0.0469 in.)
Service Limit: 1.120 mm (0.0441 in.)
2nd: 1.165–1.180 mm (0.0459–0.0465 in.)
Service Limit: 1.110 mm (0.0437 in.)

• PISTON RING END GAP





Top & 2nd: 0.2–0.4 mm (0.008–0.016 in.)
Service Limit: 0.7 mm (0.028 in.)

Four oversize piston rings are available in increments of 0.25 mm from 0.25 mm to 1.00 mm.

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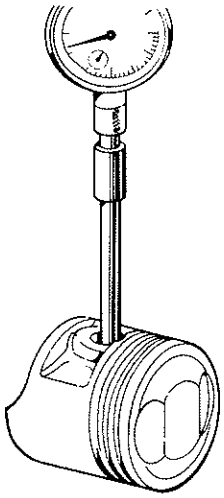
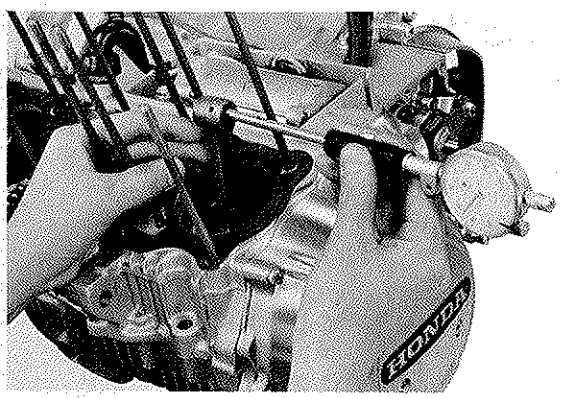
- PISTON PIN HOLE I.D.



I149565

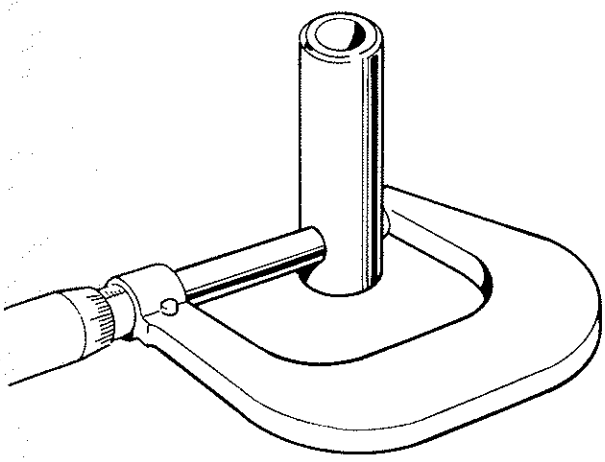
15.000–15.008 mm (0.5906–0.5909 in.)
Service Limit: 15.08 mm (0.5937 in.)

- CONNECTING ROD SMALL END I.D.



15.016–15.034 mm (0.5912–0.5919 in.)
Service Limit: 15.07 mm (0.5933 in.)

- PISTON PIN O.D.



I149568

14.99–15.00 mm (0.5902–0.5906 in.)
Service Limit: 14.96 mm (0.5890 in.)

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8. TORQUE CONVERTER

• SERVICE INFORMATION

SPECIFICATIONS

Unit: mm (in.)

Item	Standard	Service Limit
Stator hub O.D.	39.975—39.991 (1.5738—1.5744)	39.9 (1.571)
Stator hub I.D.	26.000—26.033 (1.0236—1.0249)	26.1 (1.028)
Stator side plate thickness	5.95—6.00 (0.2343—0.2362)	5.9 (0.232)
Torque converter bushing I.D.	13.000—13.018 (0.512—0.5125)	13.0 (0.512)
Thrust washer thickness 27 x 54 x 2	1.95—2.05 (0.0768—0.0807)	1.9 (0.075)
Thrust washer thickness 38 x 66 x 2	1.95—2.00 (0.0768—0.0787)	1.9 (0.075)
Bearing cap-to-shaft clearance	0.022—0.060 (0.0009—0.0024)	0.08 (0.003)

TORQUE VALUES

Torque converter turbine fixing bolts 1.2—1.6 kg-m (8.7—11.6 lbs-ft)

SPECIAL TOOLS

Shaft protector A.	07934—3930000
Bearing driver	07945—3710101
Converter puller	07934—5790100

• TROUBLESHOOTING

SYMPTOM	POSSIBLE CAUSE
Engine runs, but motorcycle will not start	Turbine center boss loose
Stall speed too low	Worn or slipping one-way clutch
Poor acceleration at high speed	Burnt or seized one-way clutch
Poor acceleration at start in "L (or 1)" and "D (or 2)"	Sticky check valve or weak check valve spring

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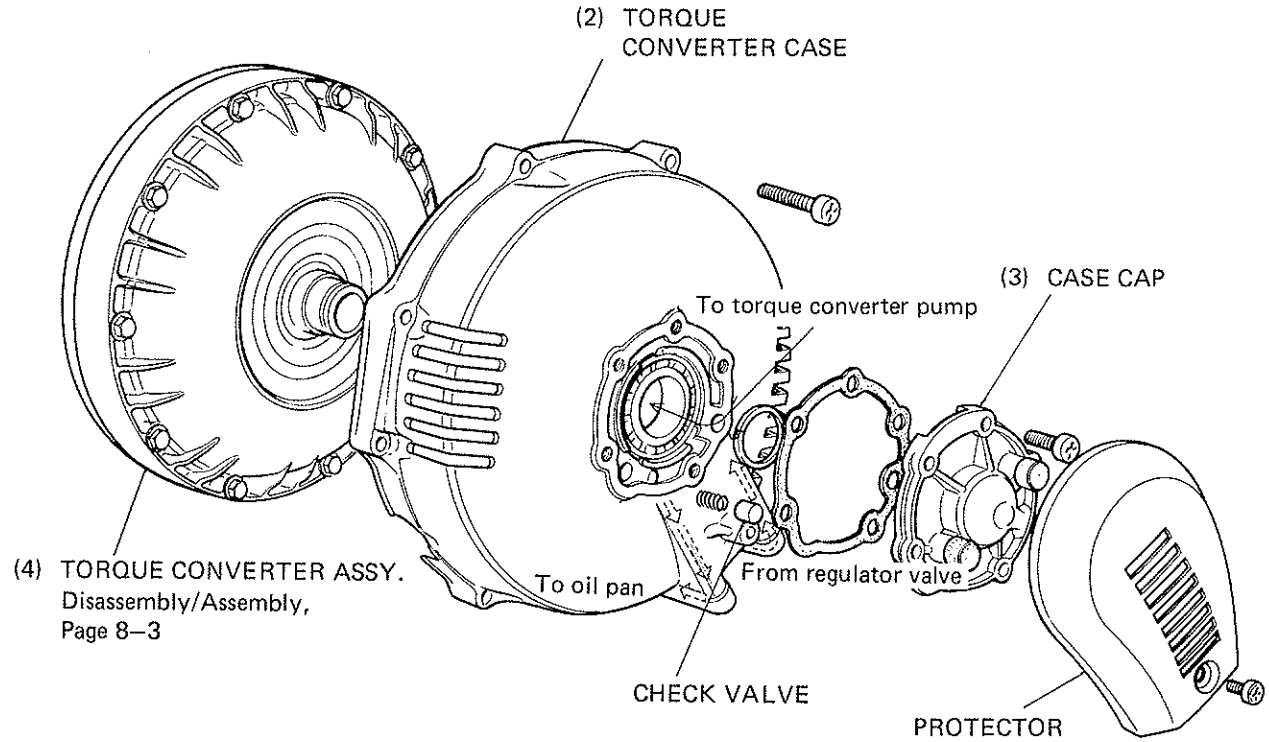
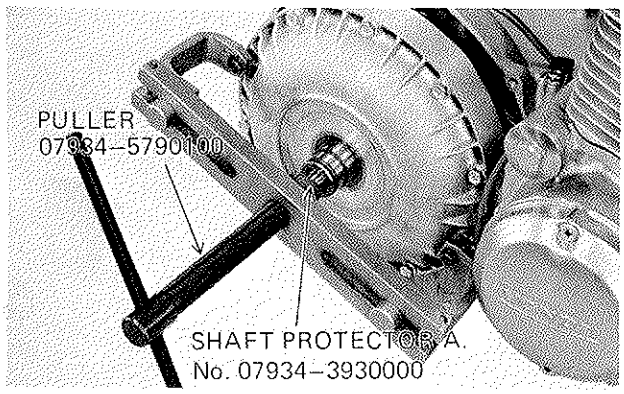
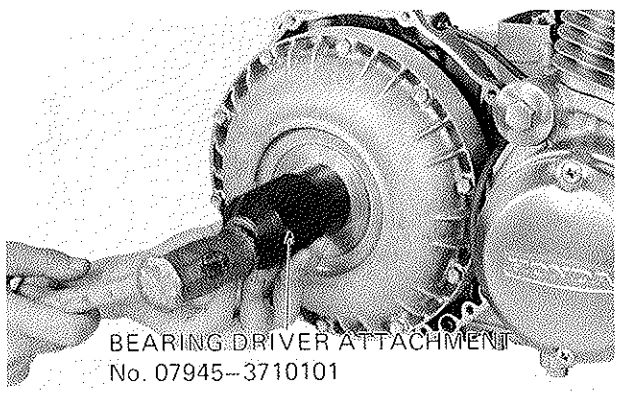
• DISASSEMBLY/ASSEMBLY

(1) Remove the foot peg and brake pedal.



• TORQUE CONVERTER REMOVAL





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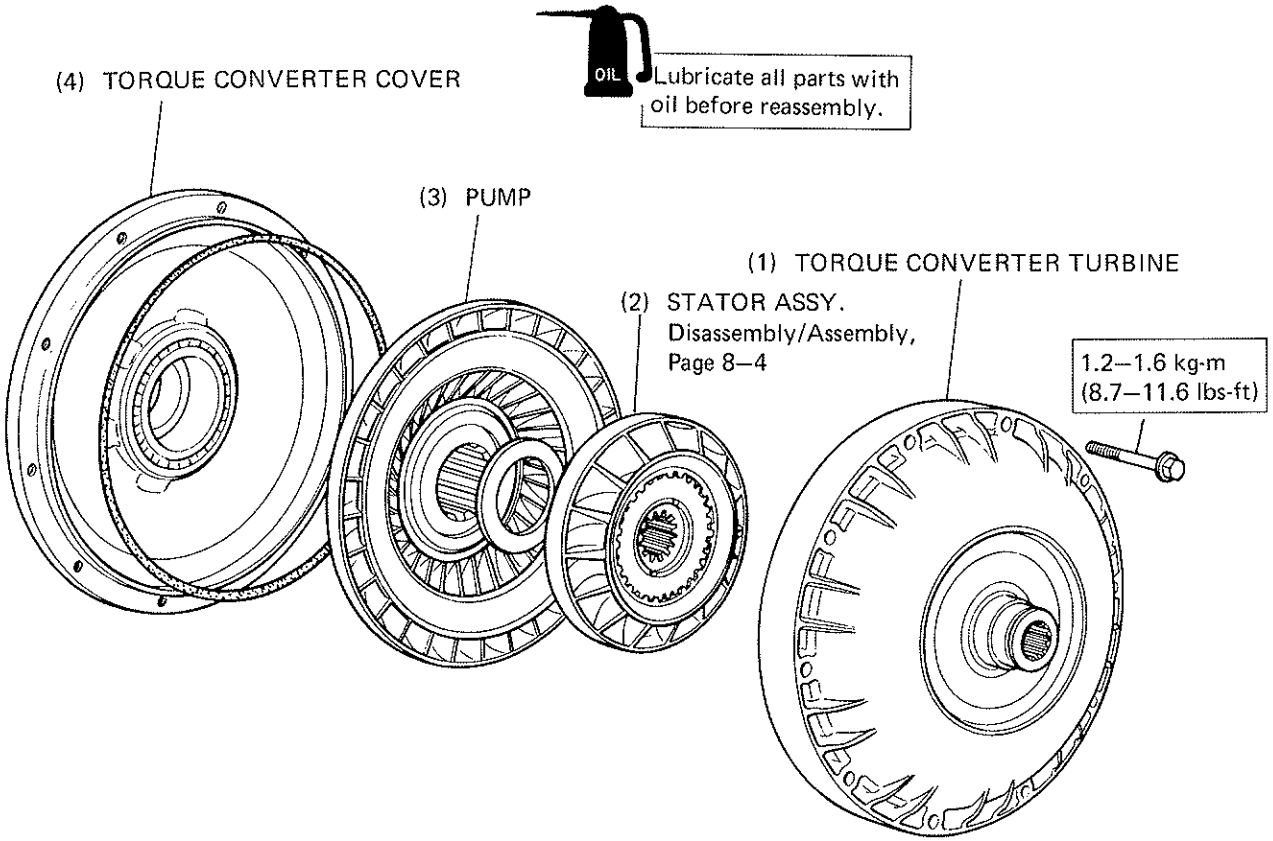
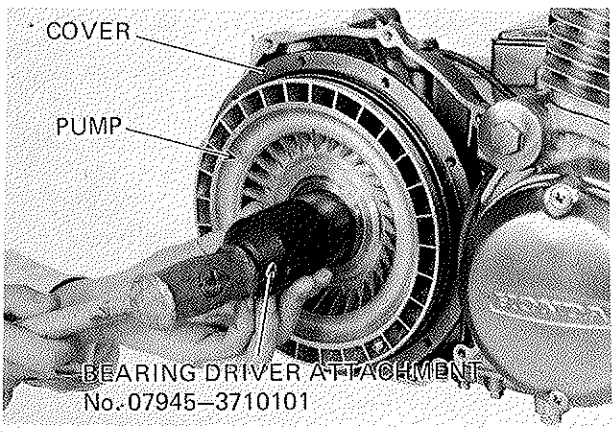
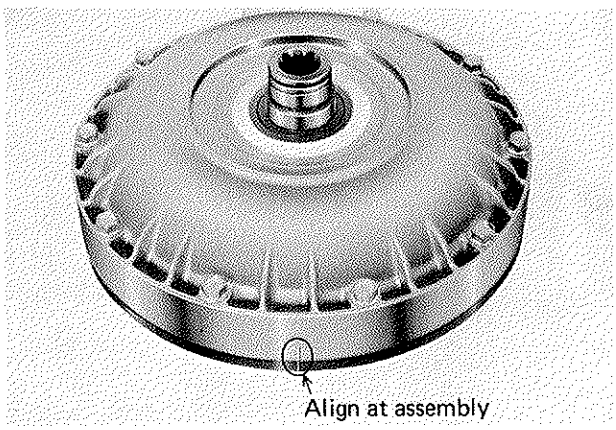
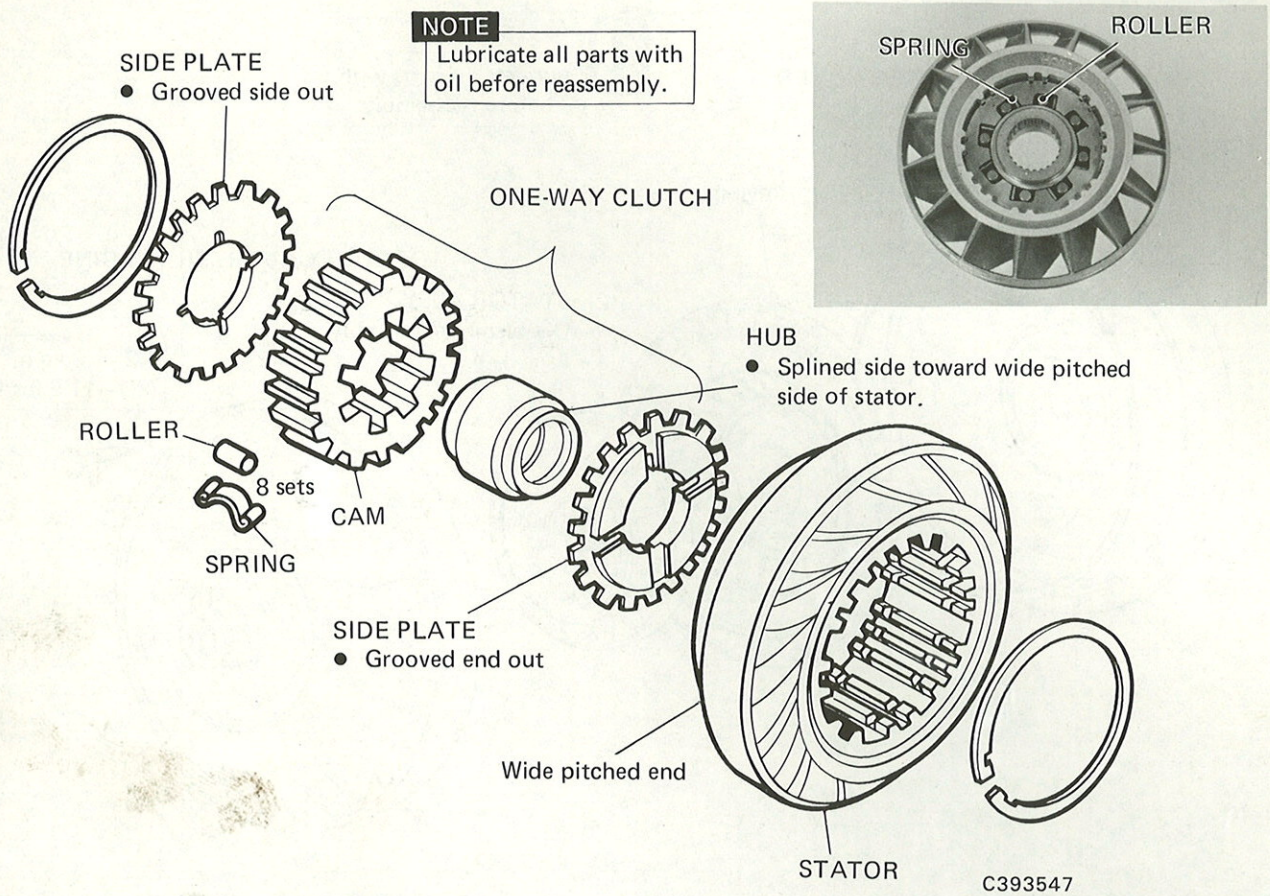
• TORQUE CONVERTER



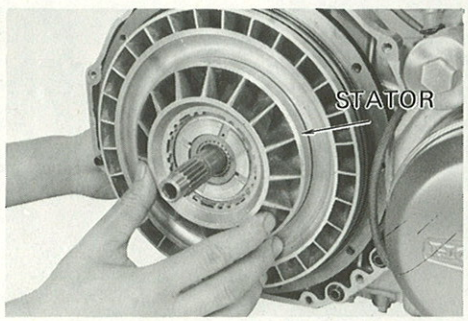




• STATOR



Insert the stator into the stator shaft and check the operation of the one-way clutch. The clutch should only turn in a counterclockwise direction.



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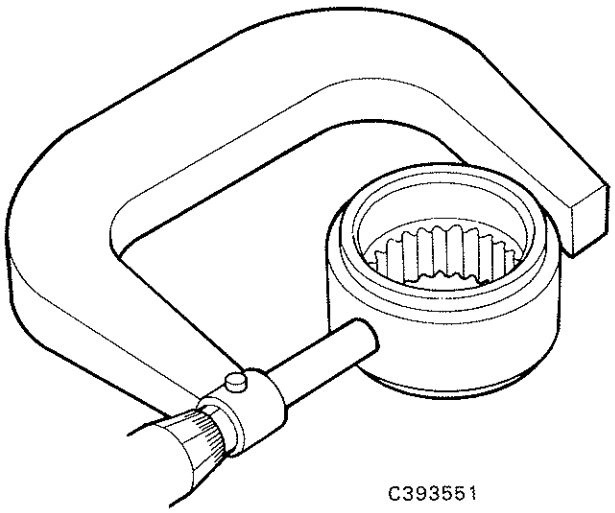
• INSPECTION

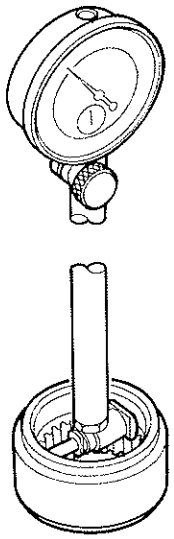
• STATOR HUB O.D.



C393551

39.975–39.991 mm (1.5738–1.5744 in.)
Service Limit: 39.9 mm (1.571 in.)

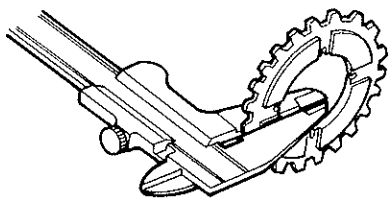
• STATOR HUB I.D.



C393548

26.000–26.033 mm (1.0236–1.0249 in.)
Service Limit: 26.1 mm (1.028 in.)

• STATOR SIDE PLATE THICKNESS

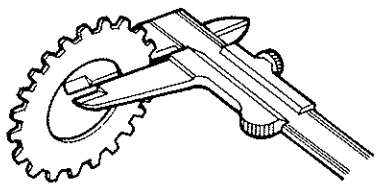


C393541

5.95–6.00 mm (0.2343–0.2362 in.)
Service Limit: 5.9 mm (0.232 in.)

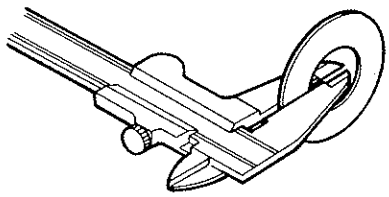
• THRUST WASHER THICKNESS

(A) 38 x 66 x 2 washer



C393559

(B) 27 x 54 x 2 washer

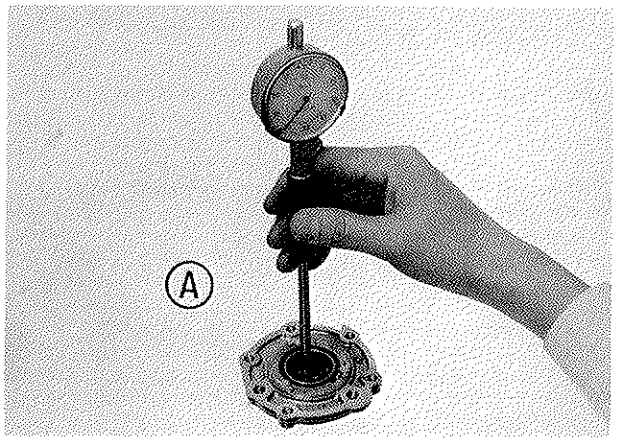


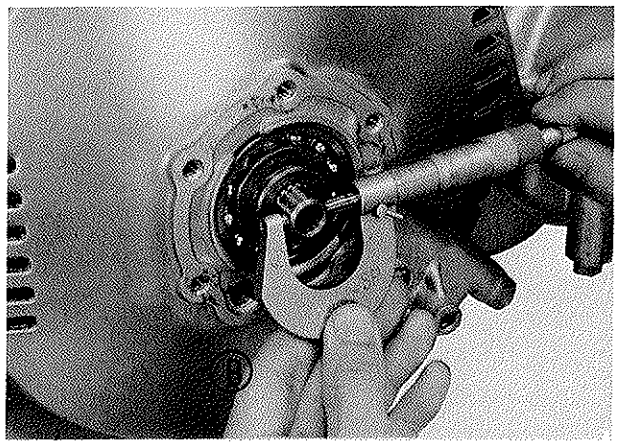
C393550

38 x 66 x 2 washer · 27 x 54 x 2 washer

(A)	1.95–2.00 mm (0.0768–0.0787 in.) Service Limit: 1.9 mm (0.075 in.)
(B)	1.95–2.05 mm (0.0768–0.0807 in.) Service Limit: 1.9 mm (0.075 in.)

• BEARING CAP–TO–SHAFT CLEARANCE



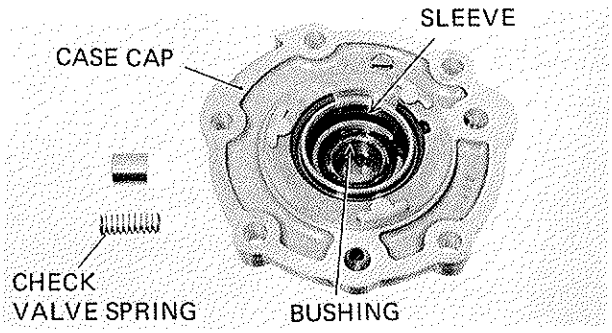


(A) – (B)

0.022–0.06 mm (0.0009–0.0024 in.) Service Limit: 0.08 mm (0.003 in.)

• TORQUE CONVERTER CASE CAP/FLUID CHECK VALVE SPRING

Check the inside surface for scoring or excessive wear



· Check for weakness

· Check for wear or excessive bushing-to-cap clearance

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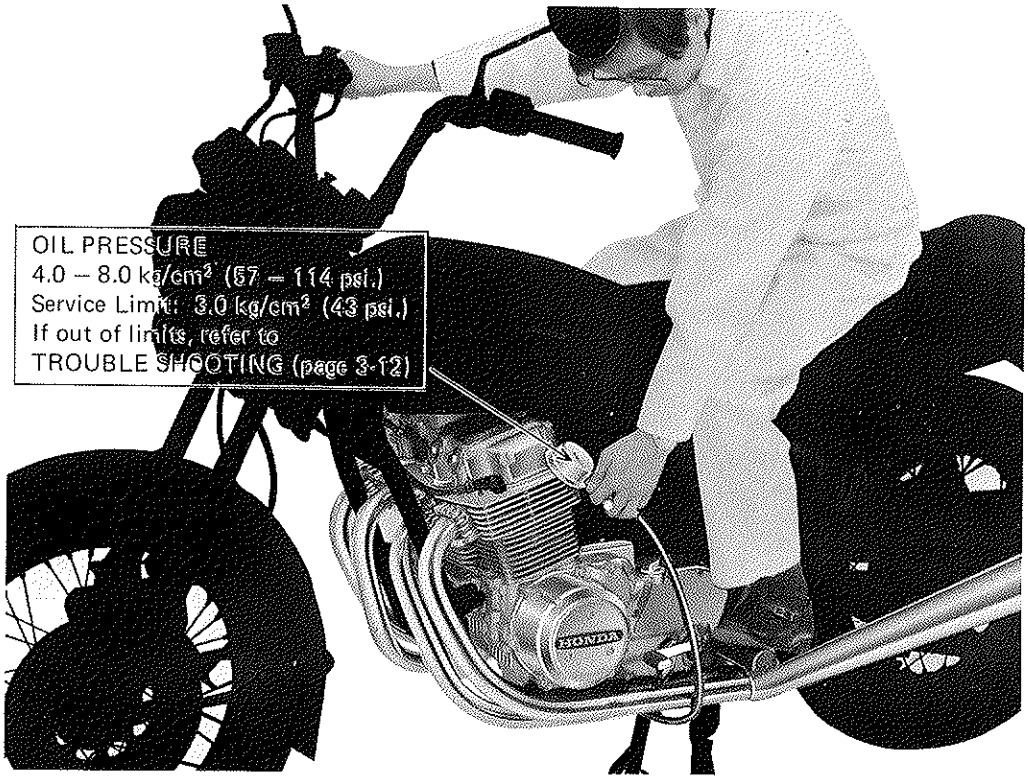
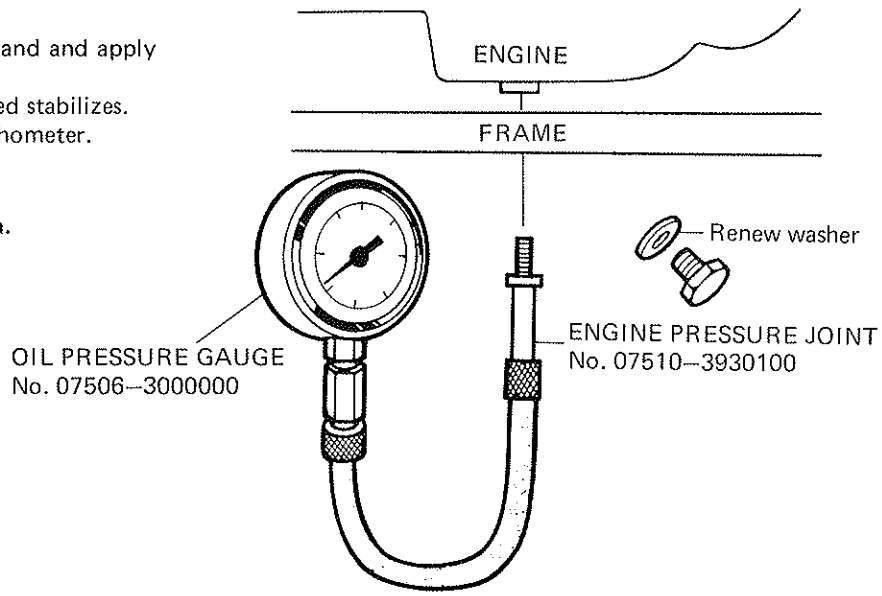
• TESTING

• TRANSMISSION OIL PRESSURE TEST

CAUTION
Do not rev up engine while testing to prevent gauge hose puncture.

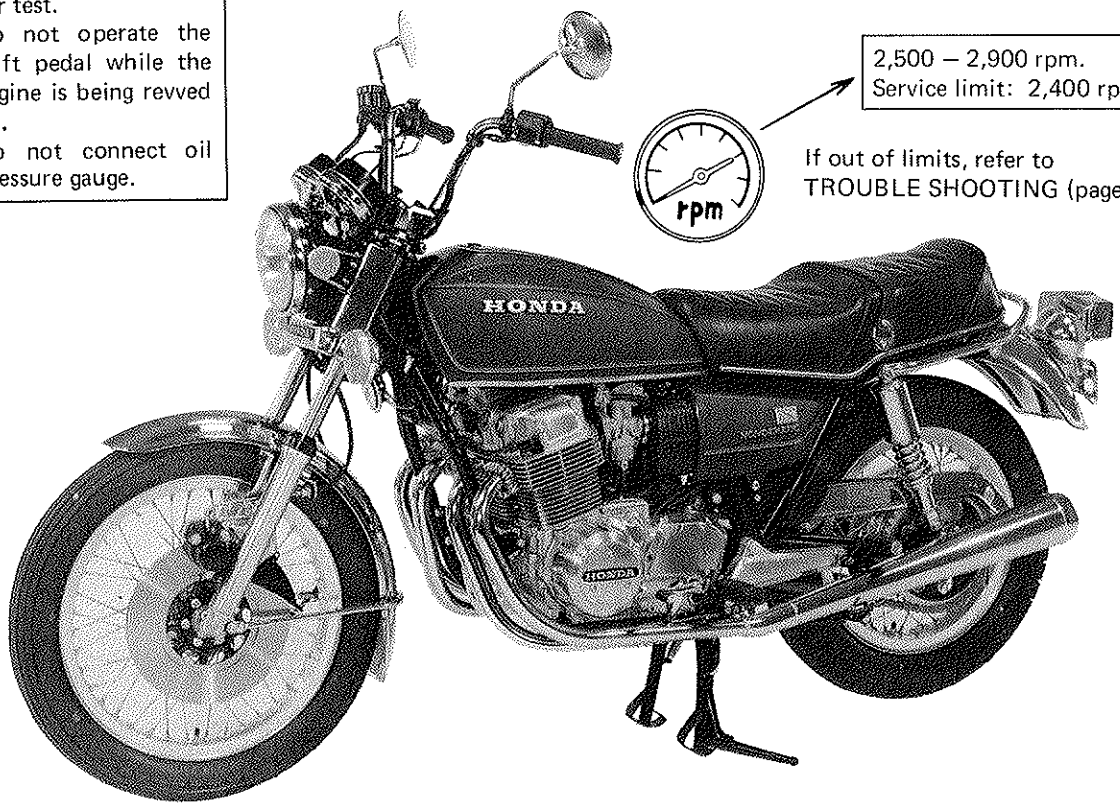


(1) Place the motorcycle on its center stand and apply the parking brake.
(2) Warm up the engine until the idle speed stabilizes.
(3) Connect an oil pressure gauge and tachometer.
(4) Start the engine.
(5) Keep the engine speed at 1,500 rpm.
(6) Check the oil pressure in "N" position.



• STALL SPEED TEST

CAUTION
- Do not perform the stall speed test for more than 10 seconds per test.
- Do not operate the shift pedal while the engine is being revved up.
- Do not connect oil pressure gauge.



2,500 – 2,900 rpm.
Service limit: 2,400 rpm.

If out of limits, refer to TROUBLE SHOOTING (page 3–12).

(1) Place the motorcycle on its center stand and apply the parking brake.
(2) Warm up the engine until the idle speed stabilizes.
(3) Connect a tachometer.
(4) Start the engine and shift into "LOW" range.
(5) Hold the handlebars firmly and place your weight on the rear brake pedal.
(6) Open the throttle fully and make sure that the engine speed is within the standard value.
(7) Repeat the procedure in "DRIVE" range.
If out of service limits, refer to TROUBLESHOOTING (page 3–12)

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