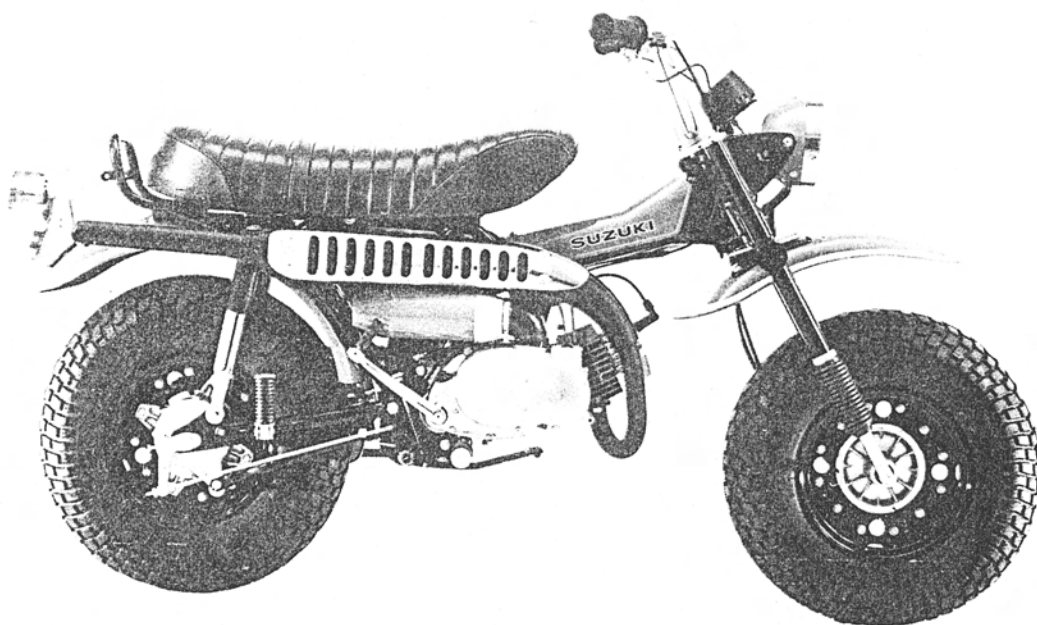
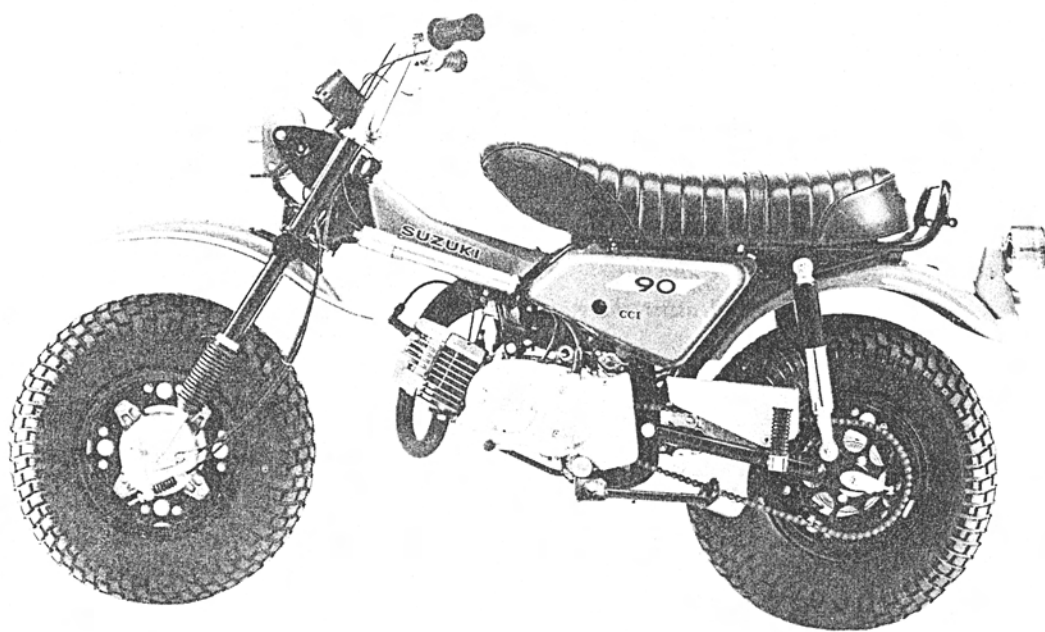


LEFT & RIGHT SIDE VIEWS



CONTENTS

	Page
1. SPECIFICATIONS	4
2. PERFORMANCE CURVES	6
3. TIPS ON OPERATION	7
4. SPECIAL TOOLS	8
5. TROUBLE SHOOTING	10
6. ENGINE	14
6-1. Removing engine from frame	14
6-2. Disassembling engine	16
6-3. Assembling engine	22
6-4. Reed valve	25
6-5. Oil pump	26
6-6. Transmission	28
6-7. Carburetor specification	30
7. BODY	31
7-1. Front fork	31
7-2. Wheels	32
7-3. Air filter	33
8. SPECIFICATIONS FOR INSPECTION AND REPAIR	34
9. ADJUSTMENT	36
10. TIGHTENING TORQUE	39
11. IMPORTANT FUNCTIONAL PARTS	40
* PERIODICAL INSPECTION LIST	
* WIRING DIAGRAMS	
For standard specification	
For USA & CANADA specification	
* EXPLODED VIEW OF ENGINE	
* REMOVABLE CHARTS	
Wiring diagram (For USA & CANADA specification)	
Exploded view of engine	

1. SPECIFICATIONS

DIMENSIONS

Overall Length	1,085 mm (71.1 in)
Overall Width	820 mm (32.3 in)
Overall Height	990 mm (39.0 in)
Wheel base	1,180 mm (46.5 in)
Ground Clearance	195 mm (7.7 in)
Tire, Front	6.70 - 10 4PR
Rear	6.70 - 10 4 PR
Dry Weight	84 kg (185 lbs)

PERFORMANCE

Maximum Speed	72 - 80 kph (45 - 50 mph)
Climbing Ability	30° (tan θ = 0.58)
Braking Distance	7 m (23 ft) at 35 kph (22 mph)

ENGINE

Type	2-stroke, air cooled gasoline
Cylinder	Single, inclined forward
Bore x Stroke	50 x 45 mm (1.97 x 1.77 in)
Piston Displacement	88 cc (5.37 cu-in)
Compression Ratio (corrected)	6.2 : 1
Maximum Horse Power	8.0 hp/6,000 rpm
Maximum Torque	1.0 kg-m (7.23 lb-ft)/4,000 rpm
Starter	Kick starter

FUEL SYSTEM

Carburetor	VM 17 SC
Air Cleaner	Wet polyurethane filter
Fuel Tank Capacity	3.3 ltr (0.87/0.73 gal, US/IMP)

LUBRICATION SYSTEM

Engine	Suzuki CCI
Gear-Box	0.7 ltr (1.5/1.2 pt, US/IMP)
Engine Oil Tank Capacity	0.8 ltr (1.7/1.4 pt, US/IMP)

IGNITION SYSTEM

Type	Flywheel magneto
Ignition Timing	22 degree (2.04 mm) before T.D.C.
Spark Plug	NGK BP-6HS or Nippon Denso W-20FP

POWER TRANSMISSION

Clutch Type	Wet, multi-disc type
Number of Speeds	4 Speeds
Gear Shifting	Left foot operated, return type
Gear Ratios (Overall Reduction Ratio)	
1st	2.909 : 1 = 32/11 (31.59)
2nd	1.866 : 1 = 28/15 (20.26)
3rd	1.470 : 1 = 25/17 (15.96)
4th	1.100 : 1 = 22/20 (11.94)

Primary Reduction Ratio	3.466 : 1 = 52/15
Final Reduction Ratio	3.133 : 1 = 47/15

SUSPENSION

Front Suspension	Telescopic forks
Rear Suspension	Swinging arm, with hydraulic damper

STEERING

Steering Angle	43° (right and left)
Caster Angle	60°
Trail	112 mm (4.4 in)
Turning Radius	1,900 mm (74.8 in)

BRAKES

Front Brake	Right hand, internal expanding
Rear Brake	Right foot, internal expanding

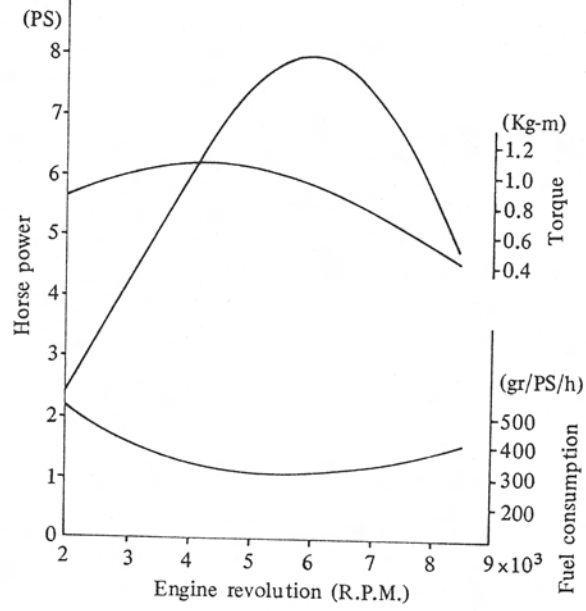
ELECTRICAL EQUIPMENT

Generator	Flywheel magneto
Battery	6V 2AH
Fuse	15A
Head Lamp	6V 25/25W
Tail/Brake Lamp	6V 3/10W (3/21CP)
Neutral Indicator Lamp	6V 3W
Speedometer Lamp	6V 3W
Turn Signal Lamp	6V 8W x 4 (Option for USA & CANADA)
High Beam Indicator Lamp	6V 1.7W
Turn Signal Indicator Lamp	6V 1.7W

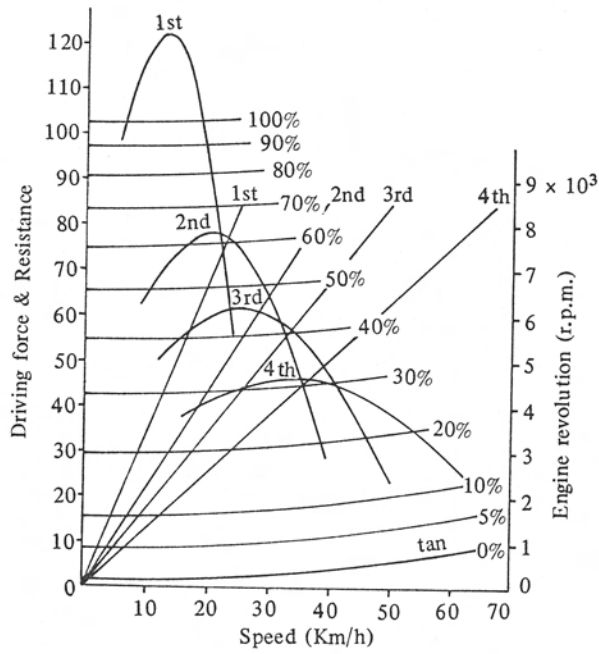
* The specifications subject to change without notice.

2. PERFORMANCE CURVES

ENGINE PERFORMANCE



MOTORCYCLE PERFORMANCE



3. TIPS ON OPERATION

To keep the motorcycle in peak condition, please advise your customers to follow these tips and this will give top performance at all times.

3-1. Breaking-in

The life of the motorcycle depends on the breaking-in of the engine and the way in which the motorcycle is treated. Therefore, breaking-in with best care is much important to prevent excessive wear of the parts and noise and to prolong the engine life. During the breaking-in period, do not operate the motorcycle at high speed nor allow the engine to run wide open. Keep to specified breaking-in speed limits. Gradually raise the speed as the covered mileage increases.

First 500 miles (800 km) 30 mile/h (45 km/h)
up to 1,000 miles (1,600 km) 35 mile/h (55 km/h)

3-2. Fuel and oil

The engine's moving parts such as crankshaft, crankshaft bearings, con-rod, piston and cylinder wall are positively lubricated by fresh oil which is separately pressure-delivered from the variable displacement oil pump. This unique force oiling system is called "SUZUKI CCI". Put gasoline only in the fuel tank and lubrication oil in the oil tank. Recommended fuel and oil are as follows.

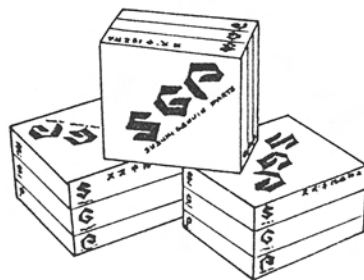
FUEL REGULAR GRADE GASOLINE
OIL SUZUKI CCI OIL



* If Suzuki CCI oil is not available, non-diluent (non-self mixing type) two stroke oil with around SAE # 30 may be used.

3-3. Genuine parts

When replacing parts, always use genuine Suzuki parts, which is precision-made under severe quality controls. If imitation parts (not genuine parts) are used, good performance cannot be expected from the motorcycle and in the worst case, they can cause a breakdown.

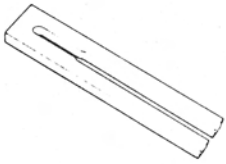


4. SPECIAL TOOLS

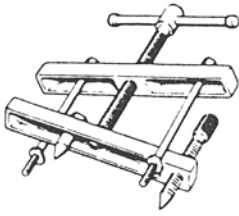
Special tools listed below are used to disassemble, assemble and to perform maintenance and service. These special tools make works easy which cannot be done simply with ordinary tools and prevent the parts from damage. It is recommended to provide these special tools as shop equipment.

Ref. No.	Tool No.	Tool Name	Use for
1	09910-20115	Conrod holder	Locking crankshaft
2	09910-80115	Crankcase separating tool	Separating crankcase
3	09913-50121	Oil seal remover	Removal of oil seals
4	09913-70122	Bearing & oil seal installing tool	Installation of bearings & oil seals
5	09913-80112	Bearing & oil seal installing tool	Installation of bearings & oil seals
6	09920-20310	Clutch spring hook	Removal or Installation of clutch spring pin
7	09920-53710	Clutch sleeve hub holder	Locking clutch sleeve hub
8	09900-06107	Snap ring opener	Removal or Installation of snap rings
9	09900-06104	Snap ring opener	Removal or Installation of snap rings
10	09930-10111	Spark plug wrench	Removal or Installation of spark plug
11	09930-20111	Point wrench with 0.35 mm gauge	Adjustment of contact point
12	09930-30133	Rotor remover set	Removal of flywheel
13	09930-40113	Engine sprocket & flywheel holder	Locking engine sprocket or flywheel
14	09931-00112	Timing gauge	Checking ignition timing
15	09940-10122	Steering stem lock nut wrench	Tightening or loosening steering stem nut or front fork lower tube
16	09940-60113	Spoke nipple wrench	Adjustment of spoke tension
17	09900-09003	Shock driver	Loosening cross-head screw
18	09900-25002	Pocket tester	Checking electrical equipments
19	09900-27003	Timing tester	Adjustment of ignition timing
20	09900-28106	Electro tester	Inspecting ignition timing

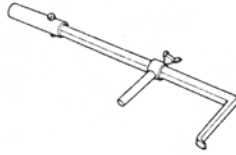
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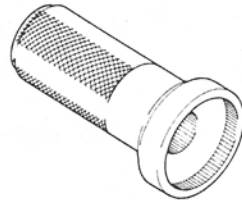
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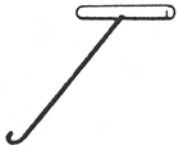
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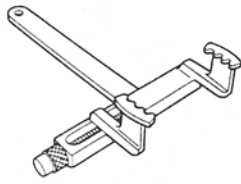
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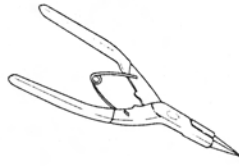
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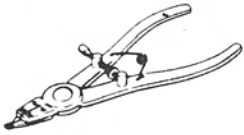
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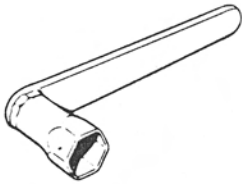
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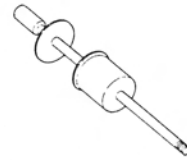
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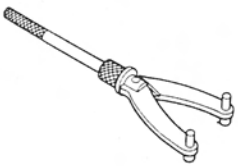
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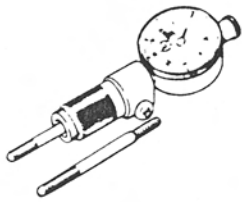
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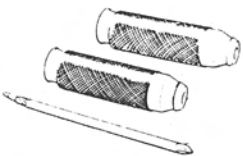
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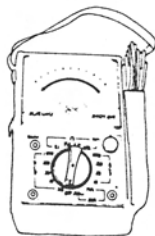
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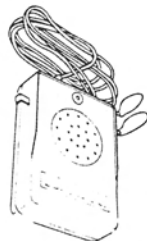
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5. TROUBLE SHOOTING

When trouble occurs with a motorcycle, it is important to find the source of the trouble as rapidly as possible. It is also necessary to perform only the work required to repair the machine without bothering with parts which are functioning correctly. The list of possible troubles and their causes given below should help the service man to repair motorcycles quickly without loss of effort.

5-1. If engine is hard to start

Check fuel in the fuel tank first. When a proper amount of fuel is in the tank, check the following points.

Order and Description	Check Points	Remedy
1. Check to see that fuel flows into carburetor.	* If fuel does not enter into carburetor 1. Fuel strainer clogged 2. Fuel pipe clogged or damaged 3. Tank cap air vent clogged 4. Fuel cock clogged	Remove and clean Clean or replace Clean with wire Clean
2. Check to see that spark jumps in spark plug. (Turn engine with kick starter).	* If blue or hot spark jumps in the spark plug, check the following points. 1. Ignition timing 2. Carburetion 3. Engine compression	Adjust Adjust Recover it
	* If spark is weak 1. Damage in spark plug 2. Incorrect spark plug gap 3. Damage in spark plug cap 4. Dirty contact points 5. Bad insulation in condenser 6. Damage in ignition coil or primary coil	Replace Adjust Replace Clean and adjust Replace Replace
	* If there is no spark 1. Damage in spark plug 2. Dirty or wet spark plug 3. Incorrect spark plug gap 4. Dirty or incorrect contact point gap 5. Bad insulation in condenser 6. Damage in ignition coil or primary coil 7. Damage in ignition switch 8. Damage in wiring harness 9. Incorrect spark plug heat range	Replace Clean Adjust Clean and adjust Replace Replace Replace Repair or replace Replace

<p>3. Check to see that engine compression is proper (Turn engine with kick starter).</p>	<p>* If engine compression is improper</p> <ol style="list-style-type: none"> 1. Cylinder and piston rings worn 2. Piston ring stick on piston 3. Cylinder head gasket damaged 4. Cylinder base gasket damaged 5. Piston damaged 6. Spark plug improperly tightened 7. Spark plug gasket faded 8. Cylinder head improperly tightened 9. Gas leakage from crankcase 10. Cylinder or cylinder head damaged 11. Oil seals damaged 	<p>Repair or replace Repair or replace Replace Replace Replace Tighten securely Replace Tighten securely Repair or replace Replace Replace</p>
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5-2. If abnormal noise is heard in engine

	Check Points	Remedy
	<ol style="list-style-type: none"> 1. Too big clearance between piston and cylinder 2. Too big clearance between piston rings and grooves 3. Piston rings stiff with carbon 4. Con-rod big end worn 5. Con-rod small end bearing worn 6. Piston rings damaged 7. Ignition timing too advanced 8. Defective primary pinion and gear 9. Crankshaft bearings worn 10. Defective transmission gear 11. Defective transmission bearings 	<p>Repair or replace Replace piston Clean Replace Replace Replace Adjust Replace Replace Replace Replace</p>

5-3. If engine overheats

If engine overheats at high speed running after it is broken in, check to see if the oiling system is in good condition, the brake is dragging, or cylinder cooling fins are dirty. Inspect the following points.

Description	Check Points	Remedy
<p>1. Check to see if oiling system functions properly.</p>	<ol style="list-style-type: none"> 1. Improperly adjusted oil pump control lever 2. Air in oil lines 3. Oil tank breather pipe choked 4. Incorrect oil used 	<p>Adjust Remove air Rectify Use prescribed oil</p>

2. Check to see if engine compression is higher than standard	* Too high compression 1. Carbon deposits in combustion chamber 2. Too thin cylinder head gasket	Remove carbon deposit Replace
3. Check carbon deposit	* Check carbon deposit in muffler, exhaust pipe, exhaust port and combustion chamber	Disassemble and remove carbon deposit
4. Check to see that piston rings move smoothly in grooves	* Piston rings stiff by carbon deposit	Remove carbon deposit
5. Check to see that the clutch works properly	Clutch slippage	Adjust
6. Check to see that the ignition timing is correct		Adjust
7. Drive chain too tight		Adjust
8. Incorrect spark plug heat range		Replace with colder plug
9. Too lean fuel mixture		Adjust carburetor

5-4. Defective clutch

Description	Check Points	Remedy
1. Clutch slippage	1. Improperly adjusted clutch 2. Clutch springs worn 3. Clutch plates worn	Adjust Replace Replace
2. If clutch drags	1. Improper weight oil 2. Uneven clutch spring tension	Replace Replace

5-5. Gear shifting troubles

Description	Check Points	Remedy
1. Gear engagement	* If gears do not engage, 1. Gear shifting cam groove damaged 2. Gear shifting forks not moved smoothly on cam 3. gear shifting fork damaged 4. Gears seized	Replace shifting cam Rectify with emery paper Replace Replace
2. Gear shifting lever	* If gear shifting lever does not return to normal position.	

	<ol style="list-style-type: none"> 1. Gear shifting shaft return spring damaged 2. Friction between gear shifting shaft and crankcase 	<p>Replace</p> <p>Repair bent shaft or replace</p>
3. Jumping out of gear	<p>* If the gears disengage while running.</p> <ol style="list-style-type: none"> 1. Gear shifting fork worn or bent 2. Gear dog teeth worn 3. Gear shifting cam worn or damaged 	<p>Replace</p> <p>Replace gear</p> <p>Repair bent shaft or replace</p>

5-6. Bad stability and steering

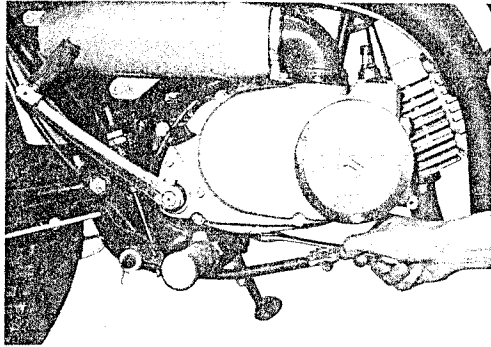
Description	Check Points	Remedy
1. Handlebar is stiff	<ol style="list-style-type: none"> 1. Steering stem lock nut tight 2. Steering stem bent 3. Steel balls damaged 	<p>Adjust</p> <p>Repair or replace</p> <p>Replace</p>
2. Handlebar is not stable	<ol style="list-style-type: none"> 1. Incorrect wheel alignment 2. Play in front wheel fitting 3. Steel balls damaged 4. Fork stem bent 5. Bearing races worn or damaged 6. Front fork bent 7. Swinging arm bent 8. Fork spring worn 	<p>Replace</p> <p>Repair</p> <p>Replace</p> <p>Repair or replace</p> <p>Replace</p> <p>Repair or replace</p> <p>Repair</p> <p>Replace</p>
3. Wheel is not true	<ol style="list-style-type: none"> 1. Up-and-down play in hub bearings 2. Wheel rim deformed 3. Loose spokes 4. Chain too tight 5. Loose swinging arm fitting 6. Frame warped 7. Incorrect tire pressure 	<p>Replace</p> <p>Repair or replace</p> <p>Repair</p> <p>Adjust</p> <p>Tighten</p> <p>Replace</p> <p>Correct</p>

6. ENGINE

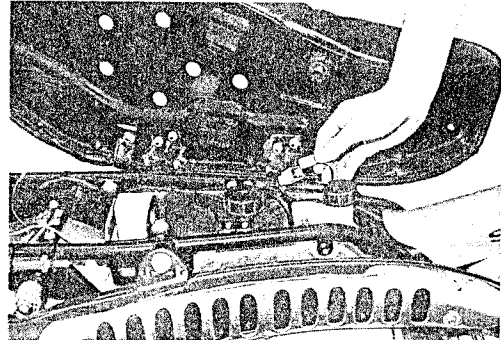
6-1. Removing engine from frame

Prior to the removal operation, thoroughly clean the engine with a steam cleaner or cleaning solvent to remove road dirt.

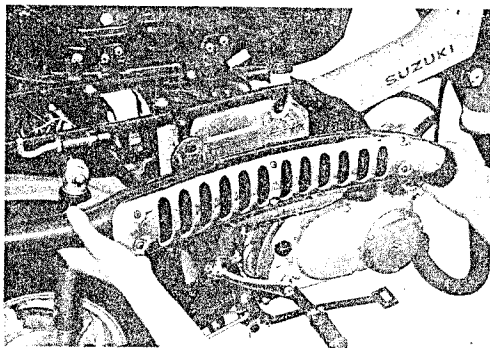
The removal procedure is as follow.



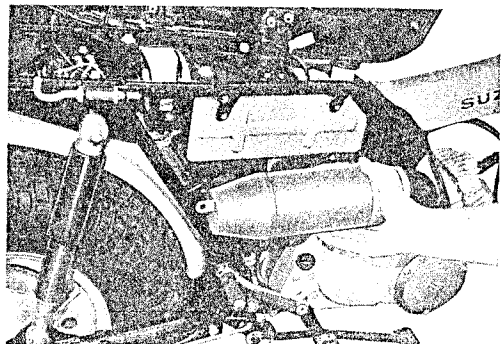
6-1-1 Draining oil away



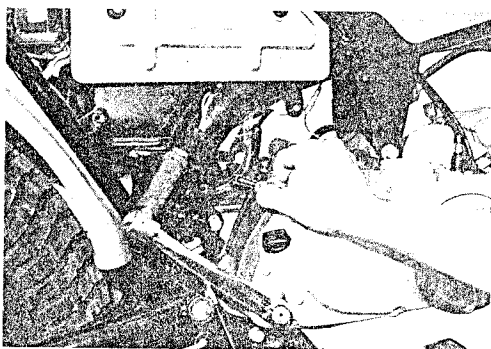
6-1-2 Disconnecting magneto wires



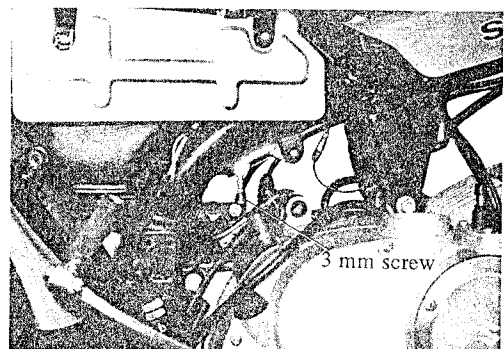
6-1-3 Removing muffler



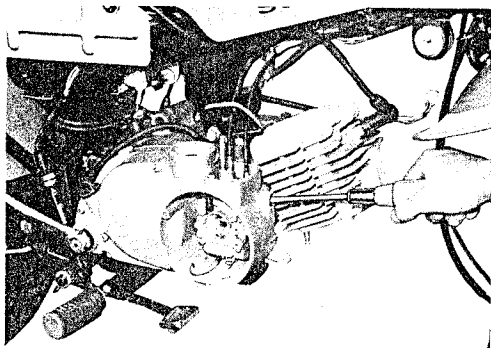
6-1-4 Removing air filter



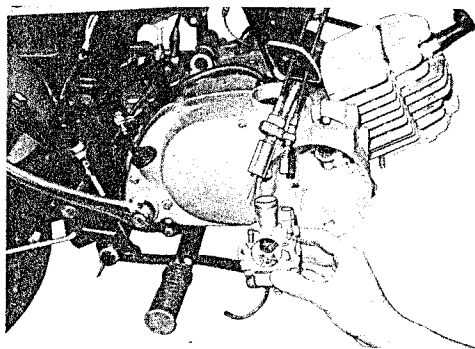
6-1-5 Disconnecting fuel hose



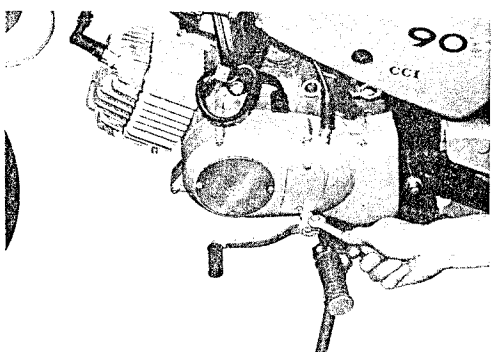
6-1-6 Disconnecting oil pipe and plugging
3 mm screw into oil tank outlet



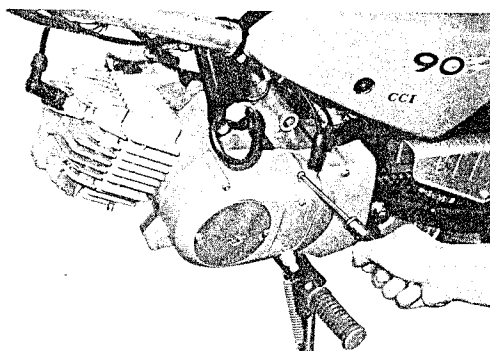
6-1-7 Loosening carburetor clip bolt



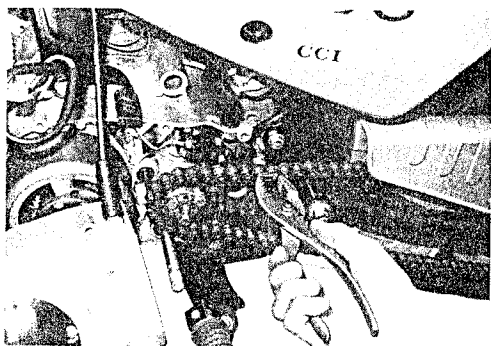
6-1-8 Removing carburetor



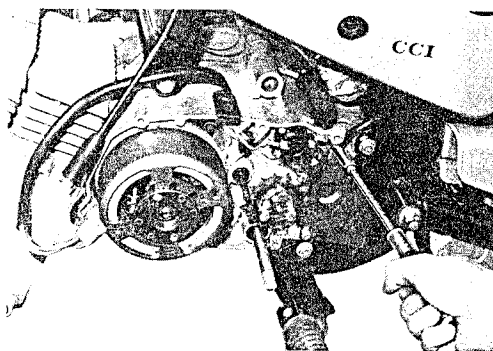
6-1-9 Removing gear shift lever



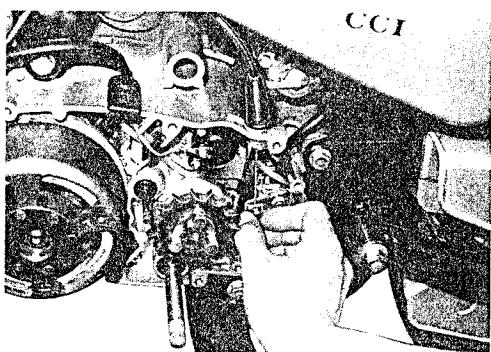
6-1-10 Removing engine left cover



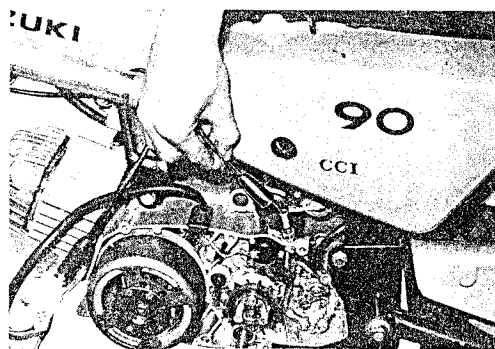
6-1-11 Disconnecting drive chain



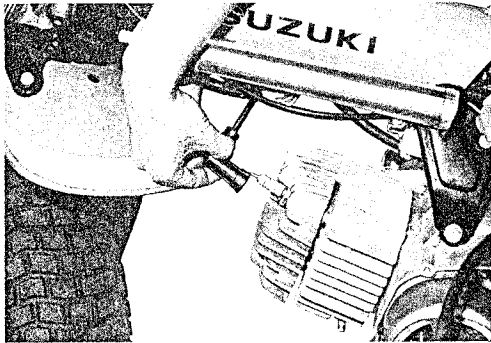
6-1-12 Removing oil pump cover



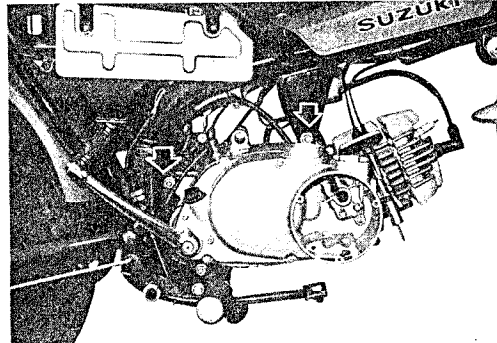
6-1-13 Disconnecting oil pump control cable



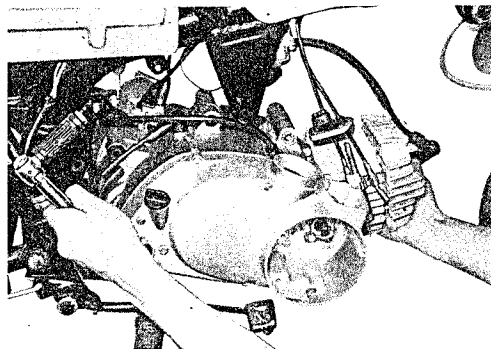
6-1-14 Disconnecting oil pump control cable



6-1-15 Disconnecting high tension cord



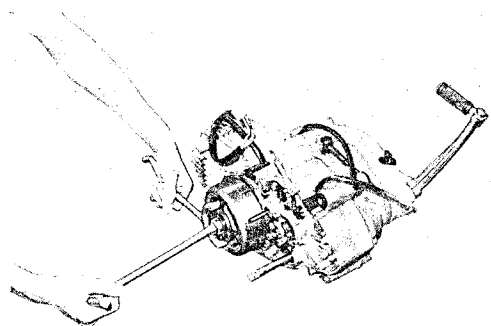
6-1-16 Removing engine mounting bolts



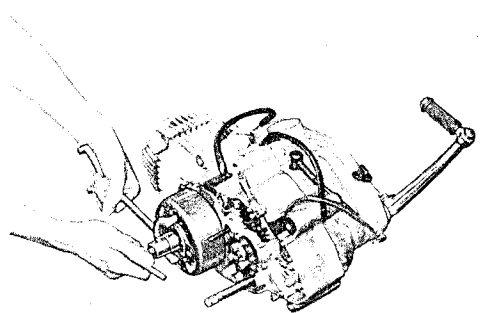
6-1-17 Removing engine

6-2. Disassembling engine

When disassembling engine, take the following steps.



6-2-1 Removing rotor fitting nut

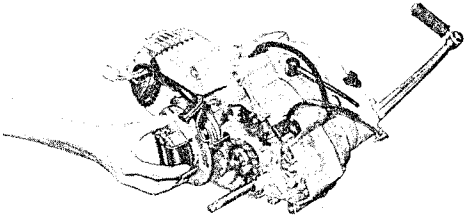


6-2-2 Removing rotor

1. Hold the flywheel rotor with special tool 09930-40113 or 09930-40111 and remove the rotor fitting nut. fig. 6-2-1

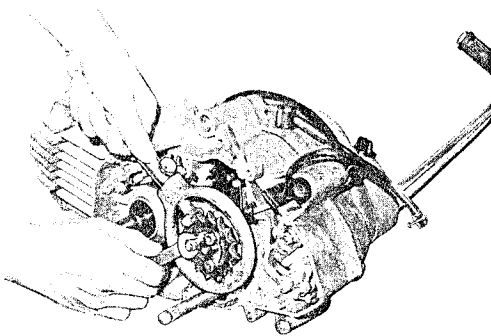
To remove the flywheel rotor from the crankshaft, screw the rotor remover, special tool 09930-30113 or 09930-30133, counterclockwise into the center hole of the flywheel rotor and turn the handle clockwise or sliding hammer. fig. 6-2-2.

2. Take off the magneto stator after removing 3 screws fitted on the stator and disconnect the neutral switch wire from the switch body. fig. 6-2-3.



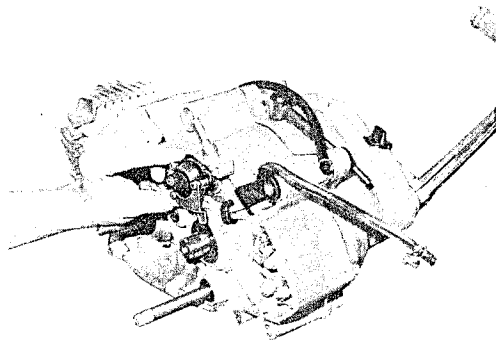
6-2-3 Removing magneto stator

3. Hold the drive sprocket with special tool 09930-40113 or 09921-10111 and remove 3 bolts on the sprocket. Now the sprocket can be easily taken off by turning the sprocket plate half pitch of the spline. fig. 6-2-4.

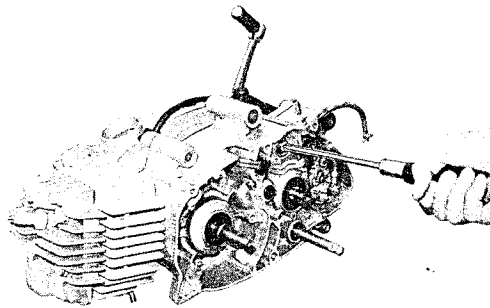


6-2-4 Removing drive sprocket

4. Remove the neutral switch body by loosening three fitting screws. fig. 6-2-5.
Remove the neutral switch contact point as shown in fig. 6-2-6.

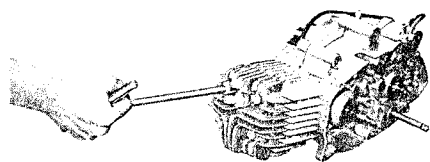


6-2-5 Removing neutral switch body



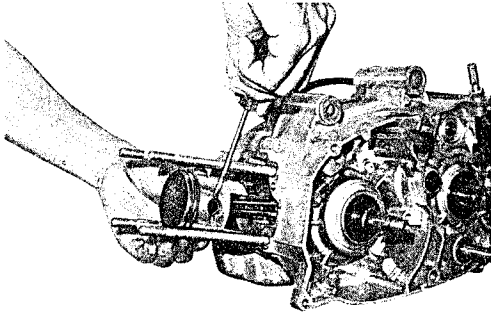
6-2-6 Removing contact point

5. Unscrew 4 cylinder head nuts and take off the cylinder head and the cylinder.

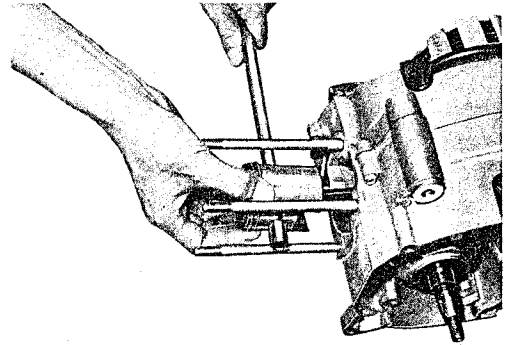


6-2-7 Removing cylinder head

6. After removing the cylinder, cover the crankchamber with a clean rag to prevent a piston circlip or a foreign substance from dropping into it. Remove one piston pin circlip from the piston with a small screw driver or nose pliers. Now, piston pin can be easily removed by pushing the other end of the pin with a rod. fig. 6-2-8 & 6-2-9.

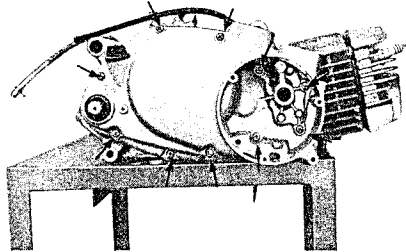


6-2-8 Removing piston pin circlip



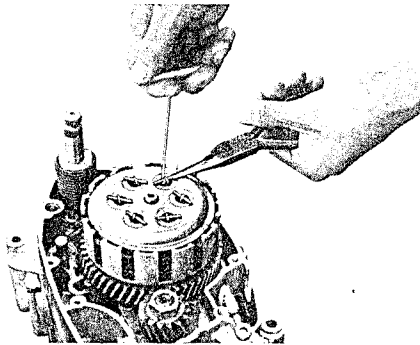
6-2-9 Removing piston pin

7. Remove the crankcase right cover by loosening 10 cross head screws and taking off the kick starter lever. fig. 6-2-10

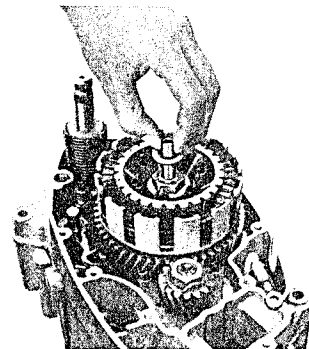


6-2-10 Fitting screws

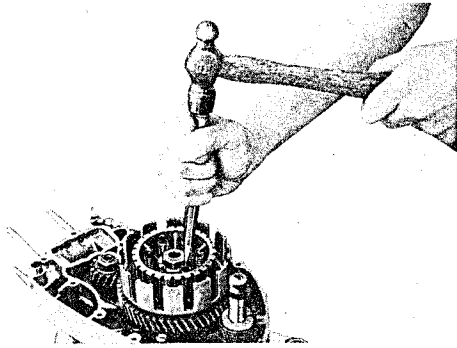
8. Pulling the clutch springs with the clutch spring hook, special tool 09920-20310, take out the clutch spring pins with nose pliers. Remove the clutch pressure plate, release rod and drive driven plates from the clutch. fig. 6-2-11 & 6-2-12



6-2-11 Removing clutch spring pin

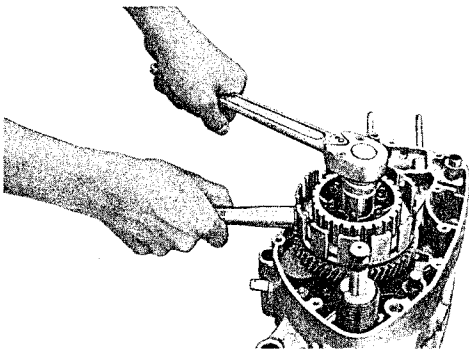


6-2-12 Removing clutch release rod



6-2-13 Clutch sleeve hub washer

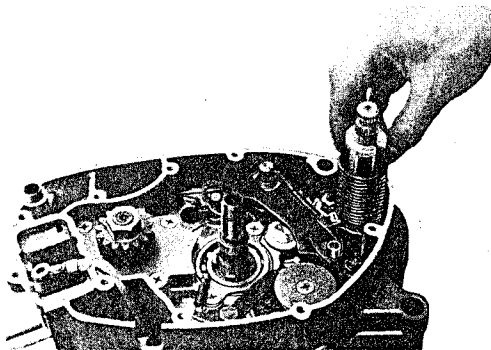
9. Flatten the clutch sleeve hub washer with a chisel and a hammer. fig. 6-2-13. Loosen the clutch sleeve hub nut by holding the hub with special tools 09920-53710. fig. 6-2-14.



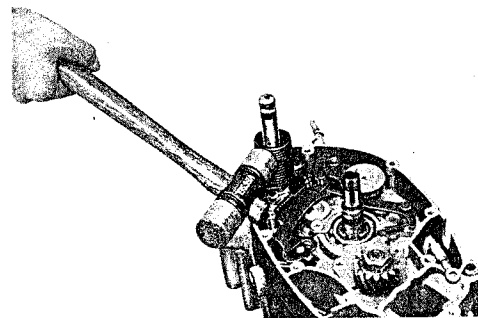
6-2-14 Loosening clutch sleeve hub nut

10. Remove the clutch housing from the counter shaft together with the clutch sleeve hub and the clutch sleeve hub spacer. Also remove the coil spring placed behind the housing.

11. Pull out the spring guide (fig. 6-2-15) and tap the spring out of the kick starter shaft hole with a soft hammer. (fig. 6-2-16)

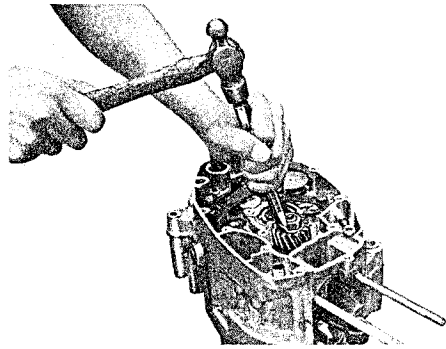


6-2-15 Kick starter spring guide

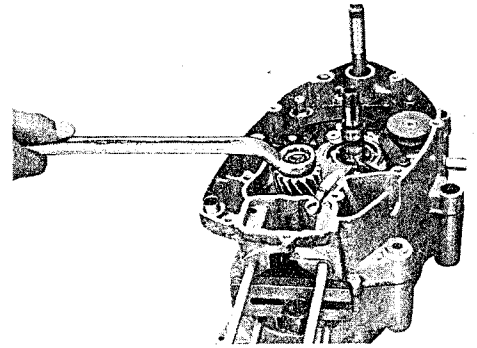


6-2-16 Removing kick starter spring

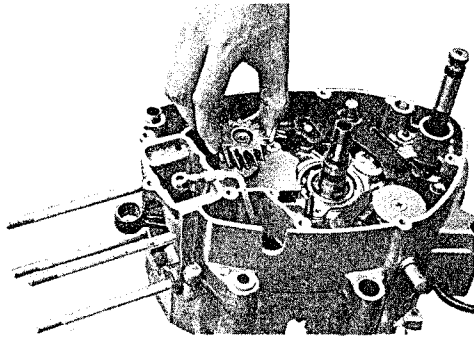
12. After flattening the primary pinion lock washer with a chisel and a hammer (fig. 6-2-17), place piston holder, special tool 09910-20115, between the connecting rod and the crankcase, and loosen primary pinion lock nut. (fig. 6-2-18) The primary pinion can be removed by hand. (fig. 6-2-19) Remove the key from the crankshaft. (fig. 6-2-20)



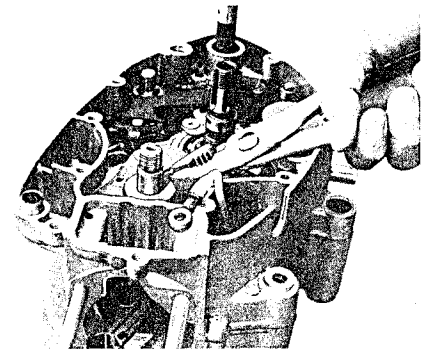
6-2-17 Flattening lock washer



6-2-18 Loosening lock nut



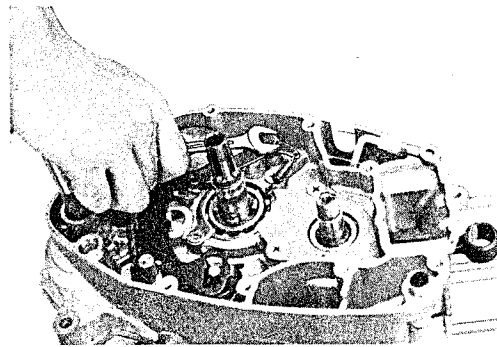
6-2-19 Removing primary pinion



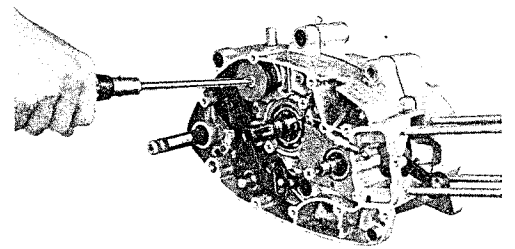
6-2-20 Removing key

13. Remove the gear shifting cam stopper by loosening its pivot bolt. fig. 6-2-21.

14. Remove the gear shifting cam stopper plate and 4 pieces of cam pin. fig. 6-2-22.



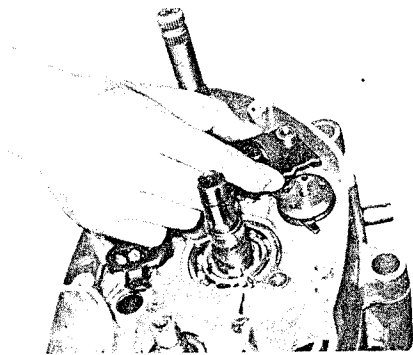
6-2-21 Removing cam stopper



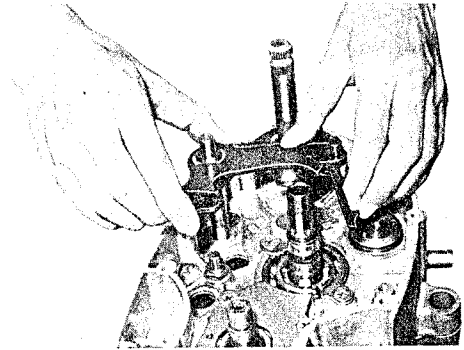
6-2-22 Removing cam stopper plate

15. Remove the gear shifting cam stopper paul after taking off the circlip fitted at pivot of the paul. fig. 6-2-23.

16. Pull up the gear shifting shaft by hand pressing back the gear shifting paul with fingers. fig. 6-2-24.

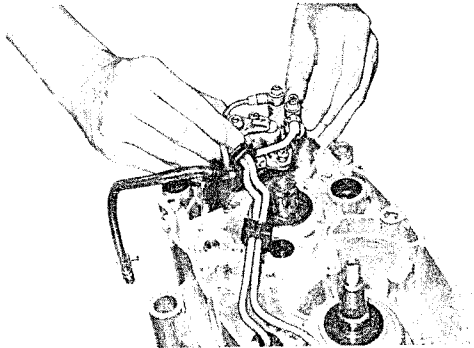


6-2-23 Removing cam stopper pin

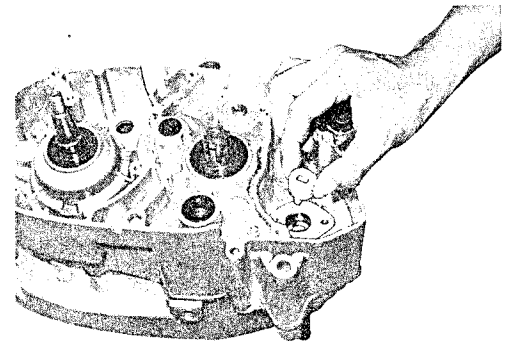


6-2-24 Pulling out gear shifting shaft

17. Remove the oil pump and its driving piece after taking off the pump fitting bolts and disconnecting the oil pipes at crankcase side end. fig. 6-2-25 & 6-2-26.

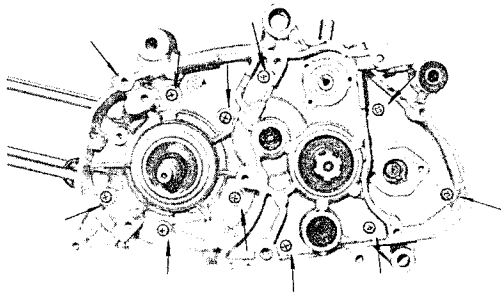


6-2-25 Removing oil pump



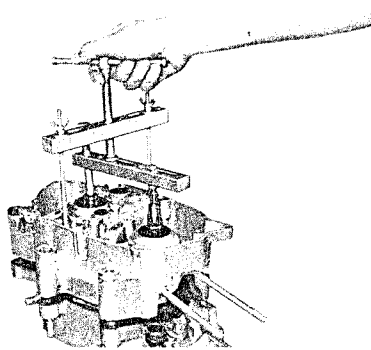
6-2-26 Oil pump driving piece

18. Loosen 11 crankcase joining screws with an impact driver or a cross head screw driver. fig. 6-2-27.

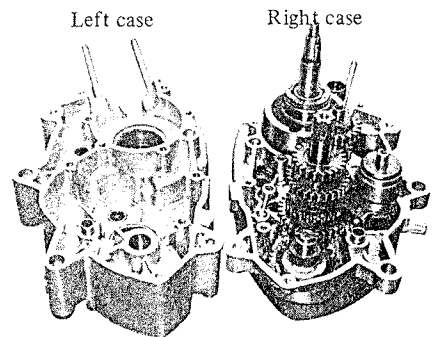


6-2-27 Crankcase joining screws

19. Separate the crankcase into right and left half with special tool 09910-80115 leaving inside parts on right half of the case. fig. 6-2-28 & 6-2-29.

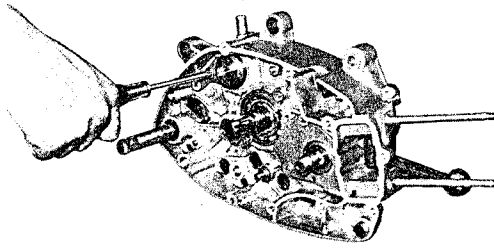


6-2-28 Separating crankcase

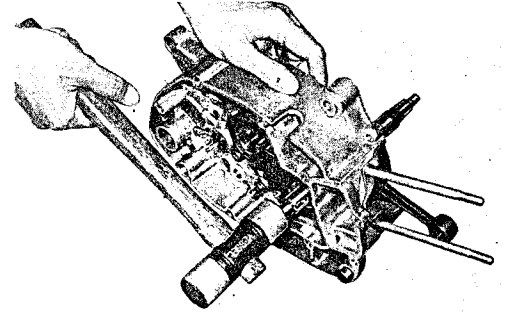


6-2-29 Separated crankcase

20. Transmission inside parts can be taken out of the case by removing the gear shifting cam guide as shown in fig. 6-2-30.
30. Remove the crankshaft from the crankcase right half by striking the right end of the crankshaft with a soft hammer. fig. 6-2-31.



6-2-30 Removing cam guide



6-2-31 Removing crankshaft

6-3. Assembling engine

For reassembling the engine after necessary inspections or repairs, follow the reverse order of disassembling. The instructions for assembling are described in this section.

1. Install the crankshaft and the gear box components in the crankcase right half as shown in fig. 6-3-1.

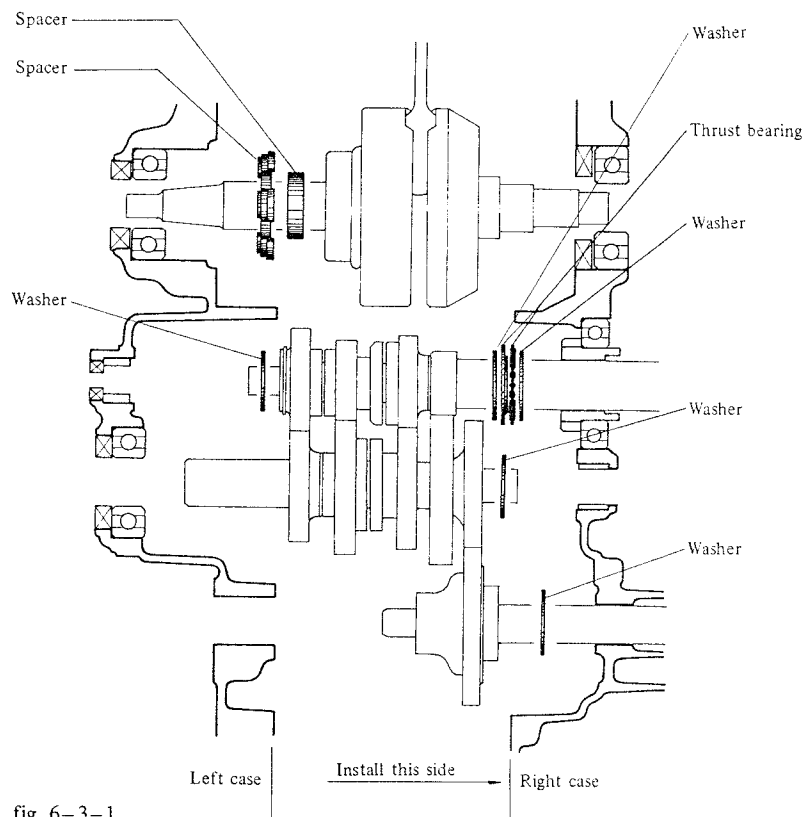


fig. 6-3-1

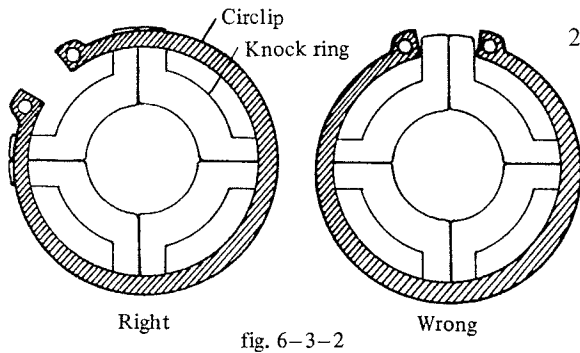
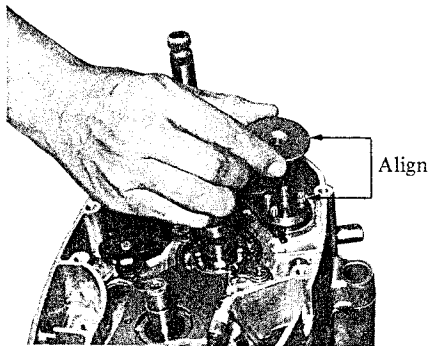


fig. 6-3-2

2. When installing the 4th pinion on the countershaft, use the circlip and the knock rings to position the gear in right place on the shaft. The circlip should be installed on the gear as shown in fig. 6-3-2.

3. Before joining the separated crankcase, apply oil to the connecting rod big end, bearings and transmission parts.
4. Apply a little grease to the lips of oil seals.
5. After joining the crankcase, tighten the crankcase 11 cross head screws evenly in a criss-cross fashion from crank chamber side to transmission side in order to prevent the case from warping and crank chamber compression from leakage. After tightening the screws, check if all the shafts turn easily and smoothly by hand.
6. When installing the gear shifting cam stopper plate, align the positioning mark on the plate with the short pin. fig. 6-3-3.



6-3-3 Aligning mark

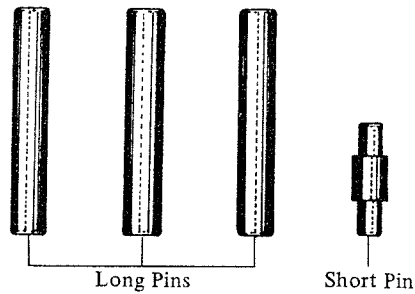
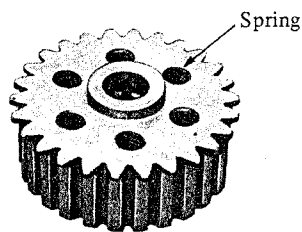
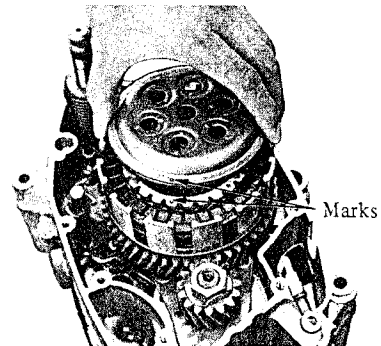


fig. 6-3-4

7. Clutch spring bottom ends should be kept in the same level with the bottom surface of the clutch sleeve hub and should not be protruded. fig. 6-3-5.
8. Align the positioning mark on the clutch pressure plate with the mark on the edge of the clutch sleeve hub. fig. 6-3-6.



6-3-5 Clutch springs



6-3-6 Aligning marks

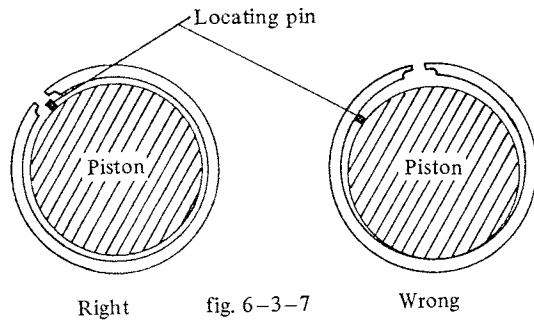


fig. 6-3-7

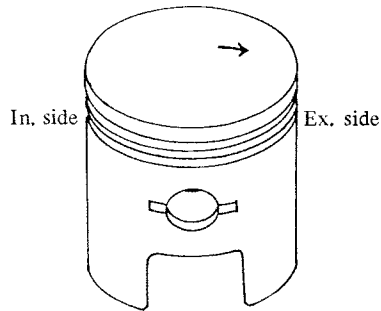


fig. 6-3-8

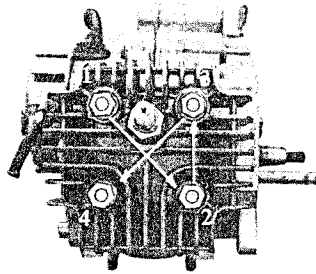


fig. 6-3-9

9. When fitting the piston rings in the piston, pay attention to the following matters.

- A. Clean the piston and piston rings thoroughly with a cleaning solvent.
- B. Install the rings with the stamped mark facing upward.
- C. Align the piston ring open ends with the piston ring locating pin set in the piston ring groove.
fig. 6-3-7.
- D. Insert expander ring inside the 2nd piston ring.
* Top ring is tapered and 2nd ring is flat shaped.

10. The piston pin hole is off-center and the piston skirt is cut according to the shape of scavenging passage on the crankcase, therefore, the piston should be installed in proper direction. The arrow mark on the piston head indicates the exhaust side.

11. When installing the cylinder head, tighten the 4 cylinder head nuts diagonally and evenly.
fig. 6-3-9.

6-4 Reed valve

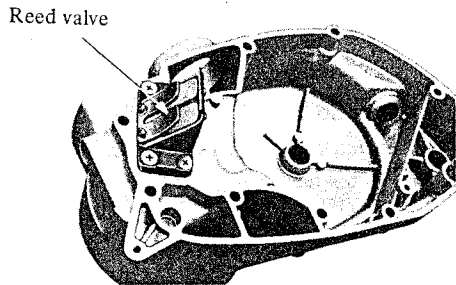


fig. 6-4-1

The reed valve unit is installed on the engine right cover as shown in fig. 6-4-1, which checks the fuel blow-back to the carburetor and enables smooth fuel inlet flow at the beginning of the engine suction stroke.

The valve is operated by the vacuum and pressure in the crank chamber as shown in the illustration.

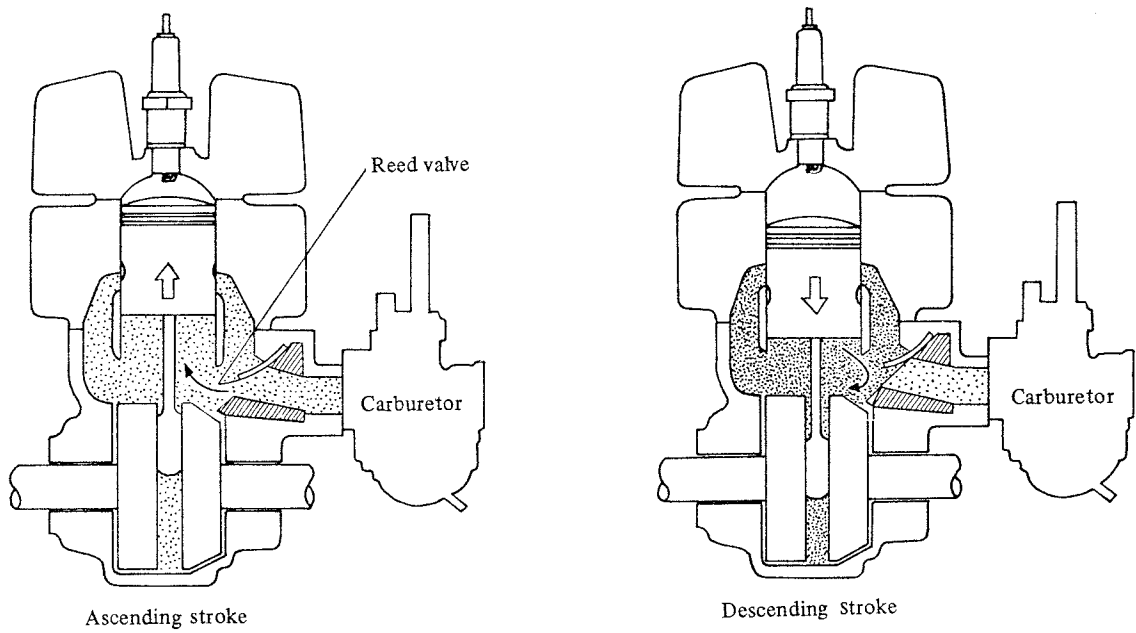


fig. 6-4-2

6-5. Oil pump

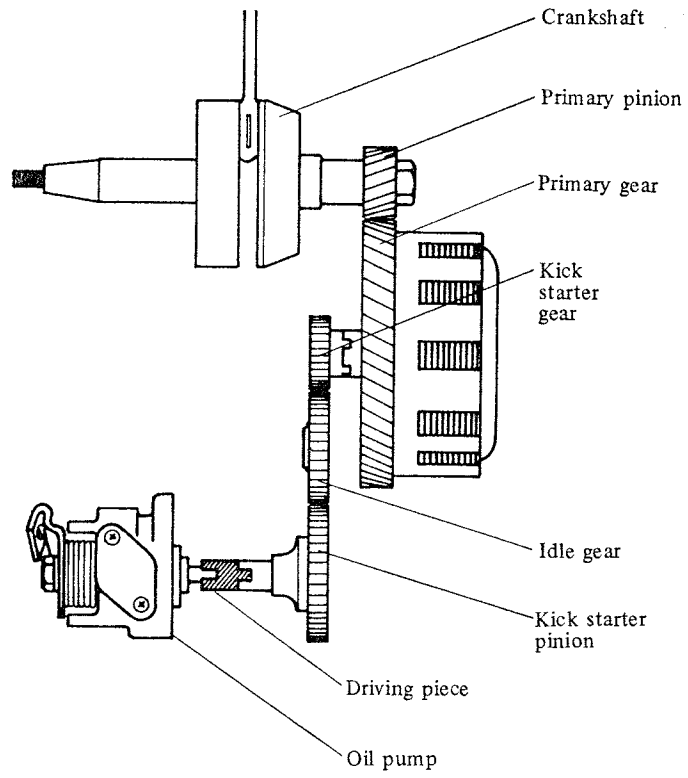


fig. 6-5-1

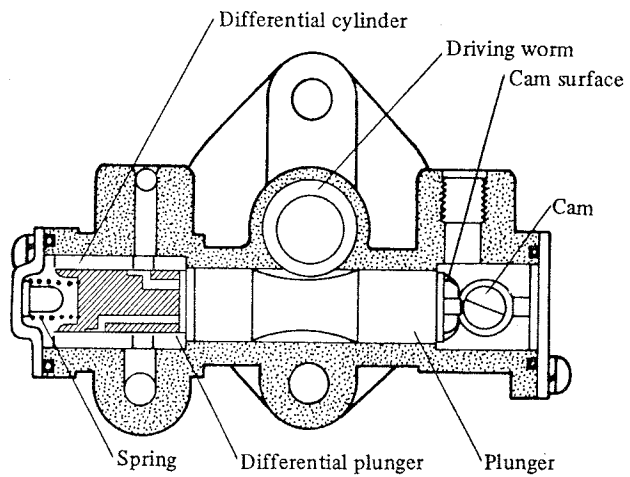


fig. 6-5-2

The oil pump driving force is transmitted from the crankshaft to the pump through the primary pinion, primary gear, kick starter gear, idle gear and kick starter pinion as shown in fig. 6-5-1.