

4. ENGINE MOUNTING

Engine mounting is in the reverse order of removal.

When mounting the engine, be especially careful of the following items:

*Tightening torque link, axle and chain adjuster nuts

* The open end of the clip on the chain master link must face in the opposite direction of chain movement.

* The wiring connections of the AC generator and high voltage cables. HV cable connections are marked on the distributor cap: R=Right cylinder; L=Left cylinder; C=Center cylinder; IC=Ignition Coil.

* Tightening of the engine mounting bolts

When starting up the engine again, double check the following:

*Engine oil

*Transmission oil

*Engine adjustments

- a. Idle (This page)
- b. Starter cable (See page 11.)
- c. Oil pump cable (See page 11.)
- d. Clutch (See page 12.)
- e. Ignition timing (See page 100, 103, 107, 109, 118.)

* Frame adjustments

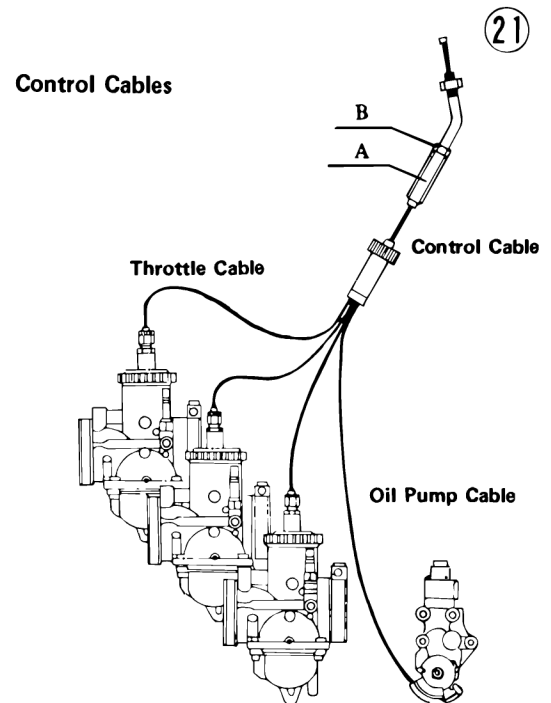
- a. Brake and brake lamp switch (See page 67.)
- b. Drive chain (See page 94.)

*Tightening of all nuts, bolts and screws.

5. ENGINE ADJUSTMENTS

1) Idling Adjustment

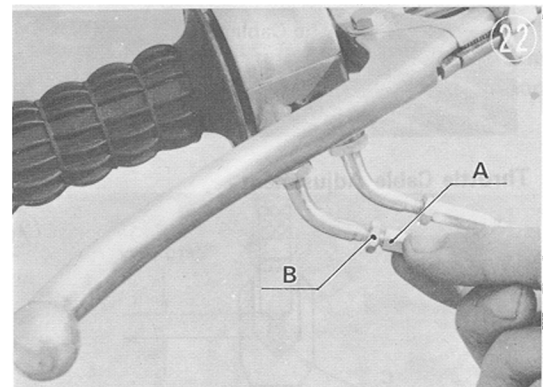
In engines of more than one cylinder, the carburetors must be adjusted evenly to achieve the correct idle adjustment. Especially with these 3 cylinder machines, be careful to adjust each carburetor to the same point by following the order given.



a. Throttle Cable

In order to have all three cables move together, the cables must all be adjusted for zero play with the throttle in the fully closed position. Adjust them as follows:

Loosen lock nut B and screw in control cable adjuster A to give the throttle grip ample play.



H1: Turn each throttle stop screw in until the throttle valves are in the fully closed position.

