

1. Remove the recoil starter and tappet adjusting hole caps.
2. Rotate the dynamo rotor counterclockwise until the "T" mark ① on the dynamo rotor lines up with the timing index mark ② on the stator.

In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on top of the compression stroke when both the inlet and exhaust valves are closed. This can be determined by moving the tappets with the fingers. If the tappets are free, it is an indication that the

valves are closed and that the piston is on the compression stroke. If the tappets are tight and the valves are open, rotate the dynamo rotor 360° and realign the "T" mark to the timing index mark. Check the clearance of both valves by inserting the 0.002 in. (0.05 mm) gauge between the adjusting screw and valve stem.

If it is necessary to make an adjustment, loosen the adjusting screw lock nut ③ and turn the adjusting screw ④ so that the valve clearance will offer a slight resistance when the gauge is inserted. After completing the adjustment, tighten the adjusting screw lock nut while

holding the adjusting screw to prevent it from turning. Recheck the clearance to make sure that the adjustment has not been disturbed.