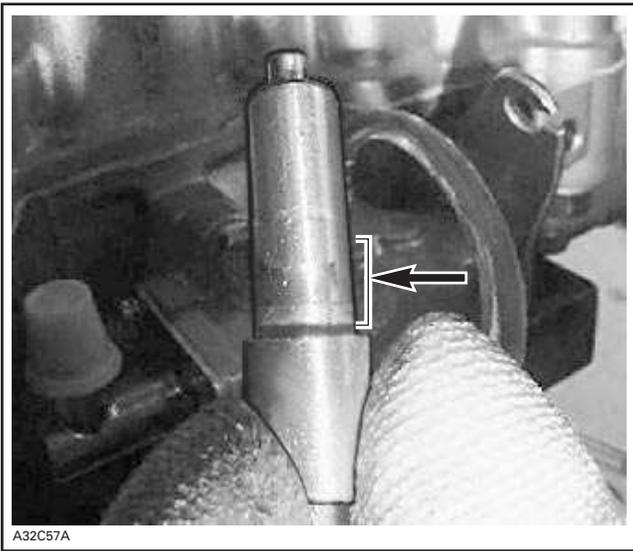


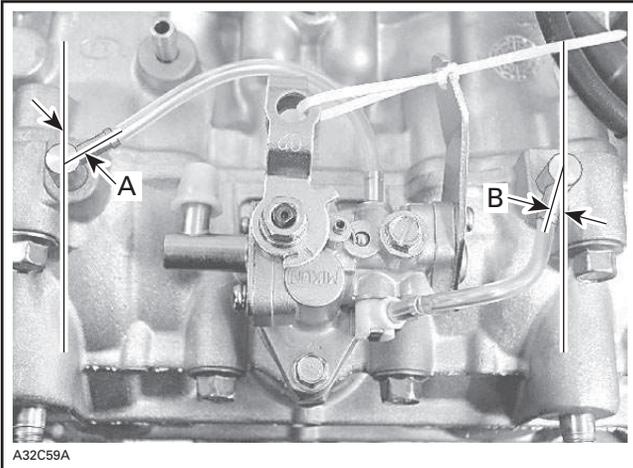
Section 03 ENGINES

Subsection 10 (OIL INJECTION SYSTEM)



APPLY LOCTITE ON THIS AREA ONLY

Install the check valve in the correct position as described on next photos into the crankcase lower side.



TYPICAL

- A. PTO side $45^\circ \pm 5^\circ$ from cylinder axis to the top
- B. MAG side $20^\circ \pm 5^\circ$ from cylinder axis to the bottom

Punch in the check valve carefully with a plastic hammer.

Clean the crankcase from surplus of Loctite 648 with a rag.

BLEEDING PROCEDURE

Bleed main oil line (between reservoir and pump) by loosening the bleeder screw no. 20 until air has escaped from the line. Add injection oil as required.

Reinstall all parts.

Bleed the small oil line between pump and engine by running engine at idle while holding the pump lever in fully open position.

NOTE: Make a J hook out of mechanical wire to lift the lever.

WARNING

No ensure not operate carburetor throttle mechanism. Secure the rear of the vehicle on a stand.

ADJUSTMENT

Oil Pump Cable

Fan-cooled Models

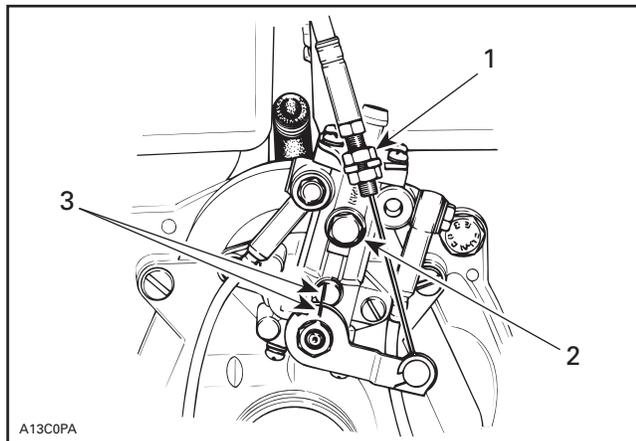
Prior to adjusting the pump, make sure all carburetor adjustments are completed and engine is stopped.

Eliminate the throttle cable free-play by pressing the throttle lever until a light resistance is felt, then hold in place.

The mark on the pump casting and on the lever must align. Width of lever mark is the tolerance.

Loosen the adjuster nut and adjust accordingly.

Retighten the adjuster nut.



TYPICAL

- 1. Adjuster nut
- 2. Bleeder screw
- 3. Marks

CAUTION: Proper oil injection pump adjustment is very important. Any delay in the opening of the pump can result in serious engine damage.