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SL #13
JUNE 1985

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

V-4 VALVE ADJUSTMENT PROCEDURE Camshaft Holder Tool

A new valve adjustment procedure has been developed for 1982—1985 V-4 models (except the 1985 VF1000R). The new procedure uses a special tool to hold the camshaft end up into the camshaft holder. The use of this Camshaft Holder tool and the additional procedure described below will help ensure accurate valve clearance adjustments, to minimize tappet noise.

All valve adjustments on V-4 models (except the 1985 VF1000R) should be done using this new method of adjustment.

The valve clearance and idle speed differ from the original specifications when using the Camshaft Holder tool. Refer to the new specifications listed in the chart whenever a V-4 model requires valve adjustment.

NOTE: Once the new tool has been used for valve adjustment, a supplemental tune-up label **MUST** be placed on the motorcycle in the location shown on the specification chart (see page 3 and 4 for specific year/model locations).

LABEL INFORMATION

The supplemental tune-up labels are available through our Advertising and Supply Department. There are 4 different labels, packaged together as a kit. Order as follows:

Supplemental Tune-Up Specification Labels

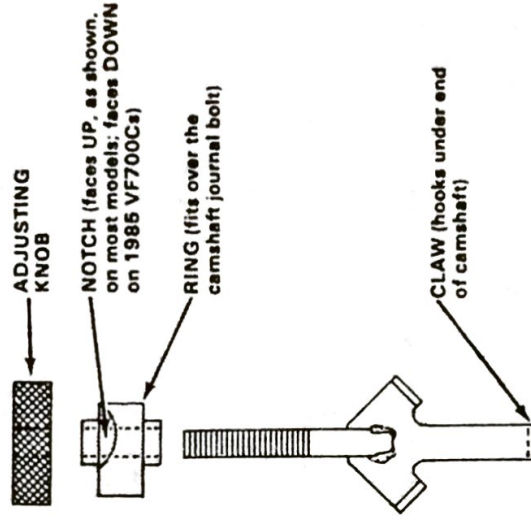
Order Number: S0080

Contents:

- VF700/750 (C, F, S thru '84) 5 labels
- VF1000F, VF1000C/S 3 labels
- VF500C/F 2 labels
- VF700C ('85) 1 label

TOOL INFORMATION

Camshaft Holder
H/C 2097905
P/N 07979-MK30000



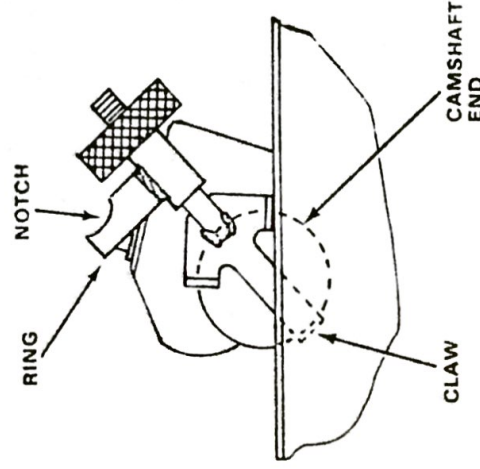
WARRANTY INFORMATION

None. This Service Letter describes only a procedural change regarding V-4 valve adjustments. Use the existing flat rate times from the previous valve adjustment method.

ADJUSTMENT PROCEDURE

Adjust the valves using the appropriate shop manual procedures, with the following exceptions:

1. After the No. 1 piston is at Top Dead Center of the compression stroke ("T1-3" aligned with the crankcase mating surface), install the Camshaft Holder.



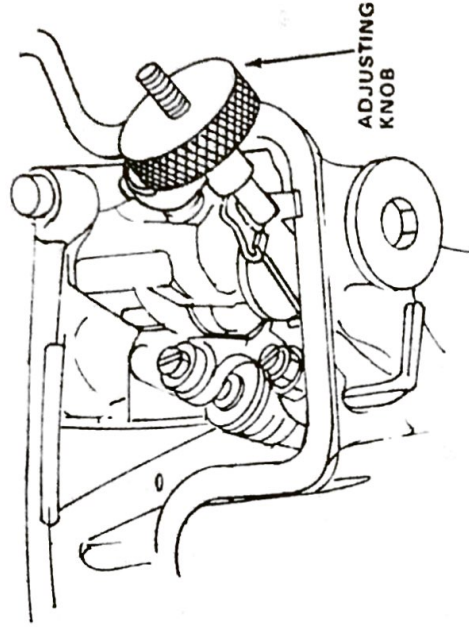
—Slide the "claw" under the end of the camshaft.

—Slip the "ring" over the head of the camshaft journal bolt.

NOTE: The notch in the ring faces UP on most models; faces DOWN on 1985 VF700Cs.

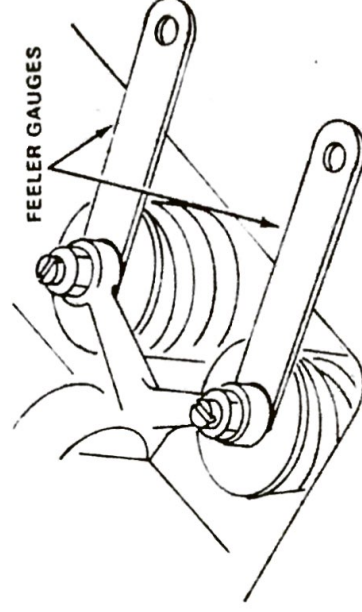
2. Finger tighten the adjusting knob. This will raise the camshaft up into the camshaft holder.

CAUTION: Overtightening the adjusting knob may damage the tool.

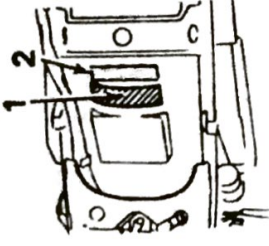
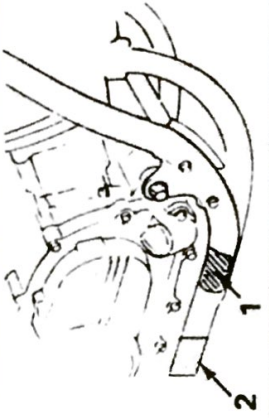
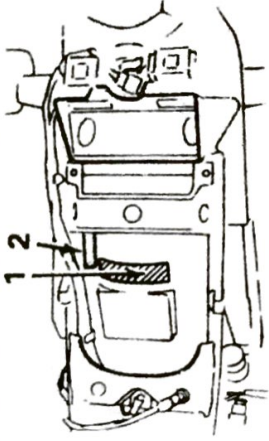
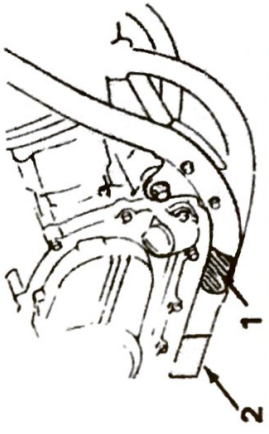


3. Adjust the valves using the two feeler gauge method; insert one feeler gauge for each valve that shares a common rocker arm. Then, remove the Camshaft Holder.

CAUTION: The tool may be damaged if left in place while the crankshaft is rotated.

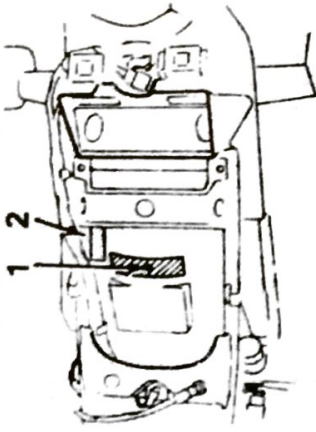
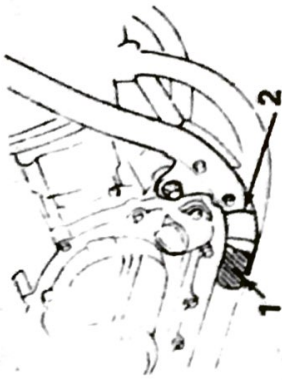
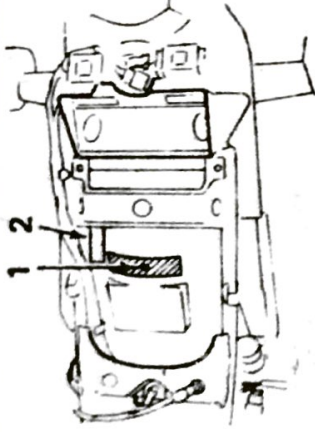
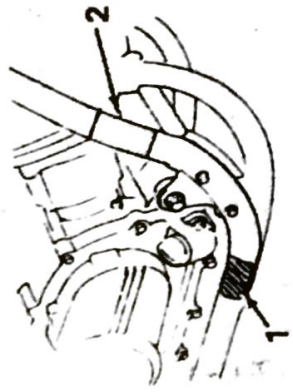


4. Rotate the crankshaft in the direction specified in the appropriate shop manual and adjust the remaining valves using the Camshaft Holder.

SPECIFICATIONS USING THE CAMSHAFT HOLDER TOOL			
MODEL	VALVE CLEARANCE	IDLE R.P.M.	SUPPLEMENTAL TUNE-UP LABEL LOCATIONS
'84-'85 VF500C	Intake 0.16 mm Exhaust	1400—1500 rpm	
'84-'85 VF500F	Intake 0.16 mm Exhaust	1400—1500 rpm	
'84 VF700C '85 VF700C	Intake 0.15 mm Exhaust	1200 1300 rpm	
	Intake 0.14 mm Exhaust		
'84-'85 VF700F	Intake 0.15 mm Exhaust	1200—1300 rpm	
'84-'85 VF700S	Intake 0.15 mm Exhaust	1200—1300 rpm	
'82-'83 VF750C	Intake 0.15 mm Exhaust	1200—1300 rpm	

NOTE: 1. Original Tune-up Label Location

2. Supplemental Tune-up Label Location

SPECIFICATIONS USING THE CAMSHAFT HOLDER TOOL			
MODEL	VALVE CLEARANCE	IDLE R.P.M.	SUPPLEMENTAL TUNE-UP LABEL LOCATIONS
'83-'84 VF750F	Intake 0.15 mm Exhaust	1200—1300 rpm	
'82-'83 VF750S	Intake 0.15 mm Exhaust	1200—1300 rpm	
'84 VF1000F	Intake 0.15 mm Exhaust	1000—1100 rpm	
'83-'85 VF1000C	Intake 0.15 mm Exhaust	1000—1100 rpm	
'84-'85 VF1100S	Intake 0.15 mm Exhaust	1000—1100 rpm	

NOTE: 1. Original Tune-up Label Location
2. Supplemental Tune-up Label Location