June 27, 1978

HYDRAULIC LIFTERS / 1200CC & 1340CC MODELS

Beginning May 22, 1978, the front cylinder exhaust valve lifter is being secured in the tappet with Loctite during engine production assembly. This is being done to prevent excessive valve train noise sometimes present during engine warm-up after a cold start.

This procedure can also be applied to motorcycles in service which have excessive valve train noise after a cold start.

LOCTITE APPLICATION PROCEDURE

Remove pushrod cover spring cap retainer. Turn engine over until the roller tappet is at its lowest point on the cam. Lift pushrod covers and retract pushrod adjusting screw until pushrod can be lifted out of ball sockets.

Remove hydraulic lifter from tappet and clean oil from surface of lifter and inside of tappet with a clean rag and cotton swab. Do not remove tappet from engine.

Apply Locquic Grade T Primer to inside of tappet and to outside of lifter and allow to dry 3-4 minutes. Apply Loctite Retaining Compound RC-40 or RC-620 to lifter at the location shown in the illustration. Do not use an excessive amount of Loctite which might enter the lifter at the spring area. Insert lifter into tappet and rotate a couple of times to distribute the Loctite.

After Loctite has been allowed to cure approximately one hour, follow the Service Manual procedure for adjusting tappets under "wet hydraulic unit".

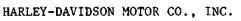
Other low mileage lifters having excessive noise can be treated with Loctite in a similar manner.

HYDRAULIC VALVE LIFTER-

Apply Locquic Grade T Primer to inside of tappet and outside of valve lifter - allow to cure 3-4 minutes.

Then apply approximately 1 drop of Loctite RC-40 or RC-620to the outside of lifter as shown - Do not use too much.

Insert lifter into roller tappet - rotate a couple of times
and allow to cure one hour.



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