Table of Contents – Page 1 of 3

FOREWORD

SECTION 1 - GENERAL INFORMATION
BEFORE SERVICING
PERFORMANCE CURVES
DIMENSIONAL SPECIFICATIONS
PERIODIC MAINTENANCE
4-STROKE ENGINE THEORY
CONSTRUCTION (INTERNAL COMPONENT)
FUEL SYSTEM AND OPERATION
ELECTRICAL SYSTEM
PRELIMINARY ENGINE CHECKS
TROUBLE SHOOTING
TUNE-UP PROCEDURE
OVERHAUL PROCEDURE

SECTION 2 - IGNITION
IGNITION SYSTEM
SPARK CHECK
FLYWHEEL REMOVAL
FLYWHEEL CHECK
IGNITION COIL CHECK
CONTROL UNIT CHECK
FLYWHEEL INSTALLATION
IGNITION COIL AIR-GAP ADJUSTMENT
FLYWHEEL HOUSING INSTALLATION
SPARK PLUG CHECK AND CLEANING

SECTION 3 - AIR CLEANER
AIR CLEANER SERVICE
AIR CLEANER HOUSING INSPECTION
AIR CLEANER INSTALLATION

SECTION 4 - CARBURETOR
CARBURETOR OPERATION
CARBURETOR REMOVAL AND DISASSEMBLY
CARBURETOR CLEANING
CARBURETOR INSPECTION
CARBURETOR ASSEMBLY
CARBURETOR INSTALLATION
CARBURETOR ADJUSTMENT

SECTION 5 - GOVERNOR
REMOVAL (GOVERNOR RELATED)
GOVERNOR GEAR DISASSEMBLY
SECTION 5 - GOVERNOR - continued
  GOVERNOR GEAR INSPECTION
  GOVERNOR REASSEMBLY
  REASSEMBLY (GOVERNOR RELATED)
  LINKAGE ADJUSTMENT
  THROTTLE CABLE INSTALLATION AND ADJUSTMENT
  CHOKE ADJUSTMENT
  MAXIMUM SPEED ADJUSTMENT
  IDLE SPEED ADJUSTMENT

SECTION 6 - COMPRESSION
  COMPRESSION CHECK
  CYLINDER HEAD AND HEAD GASKET REMOVAL
  CYLINDER HEAD TIGHTENING PROCEDURE
  CYLINDER HEAD CHECK AND REPAIR
  VALVE AND SPRING REMOVAL
  VALVE SPRING INSPECTION
  TO ANALYZE VALVE
  VALVE INSPECTION
  VALVE GUIDE CHECK AND REPLACEMENT
  VALVE SEAT RECONDITIONING
  TAPPET CLEARANCE CHECK AND REPAIR

SECTION 7 - LUBRICATION
  LUBRICATION
  OIL WARNING SYSTEM
  FULL FLOW OIL FILTER (OPTIONAL)
  CAPACITIES
  OIL RECOMMENDATION
  OIL LEVEL CHECK
  OIL CHANGE
  BREATHER CHECK
  OIL PUMP INSPECTION
  OIL PUMP INSTALLATION

SECTION 8 - PISTON, PISTON RING, AND CON-ROD
  PISTON AND CON-ROD REMOVAL
  PISTON INSPECTION
  PISTON RING THICKNESS INSPECTION
  PISTON RING END GAP INSPECTION
  PISTON PIN AND PIN HOLE DIA. INSPECTION
  CON-ROD INSPECTION
  PISTON AND CON-ROD ASSEMBLY
  PISTON RING INSTALLATION
  PISTON AND CON-ROD ASSY INSTALLATION
SECTION 9--CRANKSHAFT AND CAMSHAFT
  CRANKSHAFT AND CAMSHAFT REMOVAL
  CRANKSHAFT INSPECTION
  UNDER-SIZE CON-ROD
  LINK ROD INSPECTION
  BUSHING REPLACEMENT
  BALANCE WEIGHT INSPECTION
  BALANCER GUIDE INSPECTION
  CAMSHAFT INSPECTION
  CRANKSHAFT AND CAMSHAFT INSTALLATION
  CRANKCASE COVER INSTALLATION
  CRANKSHAFT END PLAY
  CRANKSHAFT END PLAY ADJUSTMENT

SECTION 10--CYLINDER BLOCK AND BEARING
  CYLINDER BLOCK INSPECTION AND REPAIR
  BALL BEARING REMOVING
  BALL BEARING INSPECTION
  PLAIN BEARING INSPECTION
  BALL BEARING INSTALLATION
  OIL SEAL REPLACEMENT (PTO SIDE)

SECTION 11 - ELECTRIC STARTER AND CHARGE
  STARTER MOTOR CIRCUIT
  STARTER SYSTEM CHECK
  STARTER MOTOR CHECK
  STARTER SOLENOID TEST
  STARTER MOTOR DISASSEMBLY
  STARTER MOTOR INSPECTION
  BRUSH HOLDER CHECK
  PINION CLUTCH INSPECTION
  STARTER MOTOR REASSEMBLY
  CHARGING SYSTEM CHECK
  TROUBLESHOOTING

SECTION 12 - RECOIL STARTER
  RECOIL STARTER DISASSEMBLY
  RECOIL STARTER REASSEMBLY
  RECOIL STARTER INSPECTION
Kawasaki

FB460V

4-stroke air-cooled gasoline engine
WORKSHOP MANUAL
This manual is designed for use by trained mechanics in a properly equipped shop. In order to perform the work efficiently and to avoid costly mistakes, read the text, thoroughly familiarize yourself with the procedures before starting work, and then do the work carefully in a clean area. Whenever special tools or equipment are specified, do not use makeshift tools or equipment. Precision measurements can only be made if the proper instruments are used, and the use of substitute tools may adversely affect safe operation.

Whenever you see these WARNING and CAUTION symbols, heed their instructions! Always follow safe operating and maintenance practices.

⚠ WARNING: This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in fire, personal injury, or loss of life.

CAUTION: This identifies special instructions or procedures which, if not strictly observed, could result in equipment damage or destruction.

NOTE: Indicates message or points of particular interest for more efficient and convenient operation.

The term "Replace" and some abbreviations are used as follows:

Replace — usually means replace with a new part.

MIN = Minimum
MAX = Maximum
Ass'y = Assembly
STD = Standard
Illustr. = Illustration
Spec. = Specification(s)
PTO = Power take off
Approx. = Approximately (Approximate)
Carb. = Carburetor
Con-rod = Connecting rod
Cyl. = Cylinder

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# TABLE OF CONTENTS

## Section 1
**GENERAL INFORMATION**

- Before Servicing .................................. 1-1
- Specifications ..................................... 1-3
- Performance Curves ............................... 1-4
- Dimensional Specifications ..................... 1-5
- Periodic Maintenance ............................. 1-7
- 4-Stroke Engine Theory ........................... 1-7
- Construction (Internal Component) ............. 1-8
- Fuel System and Operation ....................... 1-9
- Electrical System ................................ 1-10
- Preliminary Engine Checks ...................... 1-11
- Trouble Shooting ................................ 1-13
- Tune-up Procedure ................................ 1-17
- Overhaul Procedure ................................ 1-17

## Section 2
**IGNITION**

- Ignition System .................................. 2-1
- Spark Check ....................................... 2-1
- Flywheel Removal ................................ 2-1
- Flywheel Check ................................... 2-2
- Ignition Coil Check .............................. 2-3
- Control Unit Check ............................... 2-3
- Flywheel Installation ............................ 2-3
- Ignition Coil Air-gap Adjustment ............... 2-3
- Flywheel Housing Installation ................. 2-4
- Spark Plug Check and Cleaning .................. 2-4

## Section 3
**AIR-CLEANER**

- Air cleaner Service .............................. 3-1
- Air cleaner Housing Inspection ................. 3-1
- Air cleaner Installation ........................ 3-1

## Section 4
**CARBURETOR**

- Carburetor Operation ............................ 4-1
- Carburetor Removal and Disassembly .......... 4-1
- Carburetor Cleaning ................................ 4-2
- Carburetor Inspection ............................ 4-2
- Carburetor Assembly .............................. 4-2
- Carburetor Installation ......................... 4-3
- Carburetor Adjustment ............................ 4-3

## Section 5
**GOVERNOR**

- Removal (Governor Related) .................... 5-1
- Governor Gear Disassembly ...................... 5-1
- Governor Gear Inspection ....................... 5-2
- Governor Reassembly ............................. 5-2
- Reassembly (Governor Related) ................. 5-2
- Linkage Adjustment ................................ 5-2
- Throttle Cable Installation and Adjustment .. 5-3
- Choke Adjustment ................................ 5-3
- Maximum Speed Adjustment ...................... 5-3
- Idle Speed Adjustment ........................... 5-3

## Section 6
**COMPRESSION**

- Compression Check .............................. 6-1
- Cylinder Head and Head Gasket Removal .... 6-1
- Cylinder Head Tightening Procedure .......... 6-1
- Cylinder Head Check and Repair ............... 6-2
- Valve and Spring Removal ....................... 6-2
- Valve Spring Inspection ......................... 6-2
- To Analyze Valve ................................ 6-2
- Valve Inspection ................................ 6-2
- Valve Guide Check and Replacement .......... 6-3
- Valve Seat Reconditioning ...................... 6-4
- Tappet Clearance Check and Repair .......... 6-6

## Section 7
**LUBRICATION**

- Lubrication ....................................... 7-1
- Oil Warning System ................................ 7-1
- Full Flow Oil Filter .............................. 7-1
- Capacities ........................................ 7-1
- Oil Recommendation .............................. 7-2
- Oil Level Check ................................... 7-2
- Oil Change ........................................ 7-2
- Breather Check .................................... 7-2
- Oil Pump Inspection .............................. 7-3
- Oil Pump Installation ............................ 7-3
Section 8
PISTON, PISTON RING, AND CON-ROD

- Piston and Con-rod Removal ............ 8-1
- Piston Inspection ..................... 8-2
- Piston Ring Thickness Inspection .... 8-2
- Piston Ring End Gap Inspection ...... 8-3
- Piston Pin and Pin Hole Dia. Inspection ...... 8-3
- Con-rod Inspection .................. 8-4
- Piston and Con-rod Assembly .......... 8-5
- Piston Ring Installation .......... 8-5
- Piston and Con-rod Assembly Installation ...... 8-5

Section 9
CRANKSHAFT AND CAMSHAFT

- Crankshaft and Camshaft Removal ...... 9-1
- Crankshaft Inspection ................. 9-1
- Under Size Con-rod .................... 9-2
- Link Rod Inspection .................. 9-2
- Bushing Replacement .................. 9-2
- Balance Weight Inspection .......... 9-3
- Balancer Guide Inspection ........... 9-3
- Camshaft Inspection .................. 9-3
- Crankshaft and Camshaft Installation ...... 9-4
- Crankcase Cover Installation .... 9-5
- Crankshaft End Play .................. 9-5
- Crankshaft End Play Adjustment .... 9-5

Section 10
CYLINDER BLOCK AND BEARING

- Cylinder Block Inspection and Repair ...... 10-1
- Ball Bearing Removing ................ 10-2
- Ball Bearing Inspection ............... 10-2
- Plain Bearing Inspection .............. 10-2
- Oil Seal Replacement .................. 10-3

Section 11
ELECTRIC STARTER AND CHARGE

- Starter System Check ............... 11-1
- Starter Motor Check ................. 11-2
- Starter Solenoid Test ............... 11-2
- Starter Motor Disassembly .......... 11-3
- Starter Motor Inspection ............ 11-4
- Brush Holder Check ................. 11-7
- Pinion Clutch Inspection ............ 11-7
- Starter Motor Reassembly .......... 11-7
- Charging System Check .............. 11-7
- Trouble Shooting .................... 11-9
BEFORE SERVICING

Before starting to service a engine carefully read the applicable section to eliminate unnecessary work. However, a detailed account has limitations; a certain amount of basic knowledge is required for successful work. Especially note the following:

Mechanical Systems:

Adjustments
Adjustments shall be made in accordance with the Periodic Maintenance Chart or whenever troubleshooting or presence of symptoms indicate that adjustments may be required.

Edges
Watch for sharp edges, especially during major engine disassembly and assembly. Protect your hands with gloves or a piece of thick cloth when lifting the engine or turning it over.

Dirt
Before removal and disassembly, clean the engine. Any dirt entering the engine, carburetor, or other parts, will work as an abrasive and shorten the life of the engine. For the same reason, before installing a new part, clean off any dust or metal fillings.

Tightening Sequence
Where there is a tightening sequence indicated in this Service Manual, the bolts, nuts, or screws must be tightened in the order and method indicated. When installing a part with several bolts, nuts, or screws, they should all be started in their holes and tightened to a snug fit. Then tighten them evenly, according to the tightening sequence, to the specified torque. This is to avoid distortion of the part and/or causing gas or oil leakage. Conversely, when loosening the bolts, nuts, or screws, loosen all of them about a quarter of a turn and then remove them.

Torque
The torque values given in this Service Manual should always be adhered to. Either too little or too much torque may lead to serious damage. Use a good quality, reliable torque wrench.

Force
Common sense should dictate how much force is necessary in assembly and disassembly. If a part seems especially difficult to remove or install, stop and examine what may be causing the problem. Whenever tapping is necessary, tap lightly using a wooden or plastic-faced mallet. Use an impact driver for screws (particularly for the removal of screws held by a locking agent) in order to avoid damaging the heads.

Lubricant
Don't use just any oil or grease. Some oils and greases in particular should be used only in certain applications and may be harmful if used in an application for which they are not intended.

Battery Ground
Before performing any disassembly operations on the equipment, remove the ground (-) lead from the battery to prevent the possibility of accidentally turning the engine over while partially disassembled.

Lubrication
Engine wear is generally at its maximum while the engine is warming up and before all the rubbing surfaces have an adequate lubricative film. During assembly, oil or grease (whichever is more suitable) should be applied to any rubbing surface which has lost its lubricative film. Old grease and dirty oil should be cleaned off. Deteriorated grease has lost its lubricative quality and may contain abrasive foreign particles.

Press
A part installed using a press or driver, such as a seal, should first be coated with oil on its outer or inner circumference so that it will go into place smoothly.

Oil Seal, Grease Seal
Replace any oil or grease seals that were removed with new ones, as removal generally damages seals. A seal guide is required for certain oil or grease seals during installation to avoid damage to the seal lips. Before a shaft passes through a seal, apply a little lubricant, preferably high temperature grease, to the lips to reduce rubber-to-metal friction.

Gasket, O-ring
When in doubt as to the condition of a gasket or O-ring, replace it with a new one. The mating surfaces around the gasket should be free of foreign matter and perfectly smooth to avoid oil or compression leaks.
Liquid Gasket and Non-permanent Locking Agent
Follow manufacturer’s directions for cleaning and preparing surfaces where these compounds will be used. Apply sparingly. Excessive amounts may block engine oil passages and cause serious damage. An example of a non-permanent locking agent commonly available in North America is Loctite Lock’n Seal (Blue).

Ball Bearing Installation
When installing a ball bearing, the bearing race which is affected by friction should be pushed by a suitable driver. This prevents severe stress on the balls and races, and prevents races and balls from being dented. Press a ball bearing until it stops at the stop in the hole or on the shaft.

Circlip, Retaining Ring
Renew any circlips and retaining rings that were removed, as removal weakens and deforms them. When installing circlips and retaining rings, take care to compress or expand them only enough to install them.

High Flash-point Solvent
A high flash-point solvent is recommended to reduce fire danger. A commercial solvent commonly available in North America is Stoddard solvent (generic name). Always follow manufacturer and container directions regarding the use of any solvent.

Molybdenum Disulfide (MoS₂) Grease
This manual makes reference to molybdenum disulfide grease in the assembly of certain engine and chassis parts. Always check manufacturer recommendations before using such special lubricants.

Engine Rotation
When turning the crankshaft by hand, always turn it in the direction of normal rotation; which is clockwise, viewed from the front (flywheel end) of the engine. This will ensure proper adjustments.

Electrical Systems:

- Always minimize shock hazards when working on electrical equipment. Work in a clean, dry environment with dry hands. For maximum shock hazard protection, connect the equipment ground terminal to an earth ground.

- Do not reverse the battery lead connections. This will burn out the diodes in the electrical parts.

- Always check battery condition before condemning other parts of an electrical system. A fully charged battery is a must for conducting accurate electrical system tests.

- The electrical parts should never be struck sharply, as with a hammer, or allowed to fall on a hard surface. Such a shock to the parts can damage them.

- Do not disconnect the battery leads or any other electrical connections when the ignition switch is on, or while the engine is running, unless specifically noted.

- Never keep the starter engaged if the starter motor will not turn over, or the current may burn out the starter motor windings.

- Never replace a defective electrical component without determining what caused the failure. If the failure was brought on by some other item or items, they too must be repaired or replaced, or the new replacement will fail.

- Make sure all connectors in the circuit are clean and tight, and examine wires for signs of burning, fraying, etc. Poor wires and bad connections will affect electrical system operation.

- Measure coil and winding resistance when the part is cold (at room temperature).

- All the electrical leads are either single-color or two-color and, with only a few exceptions, must be connected to leads of the same color.

- When soldering or unsoldering connections, do not use a soldering iron of more than 40 watts capacity. Use 16 gauge (0.062 in.) 60/40 resin core solder when reconnecting wiring.
## SPECIFICATIONS

<table>
<thead>
<tr>
<th>ENGINE MODEL</th>
<th>FB460V</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENGINE TYPE</td>
<td>Forced Air Cooled, Vertical Shaft, 4-Stroke Gasoline Engine</td>
</tr>
<tr>
<td>NUMBER OF CYLINDER</td>
<td>1</td>
</tr>
<tr>
<td>PISTON DISPLACEMENT</td>
<td>460 cc (28.1 cu.in.)</td>
</tr>
<tr>
<td>BORE x STROKE</td>
<td>89 mm x 74 mm (3.50 in. x 2.91 in.)</td>
</tr>
<tr>
<td>COMPRESSION RATIO</td>
<td>6.4 : 1</td>
</tr>
<tr>
<td>MAX. OUTPUT</td>
<td>12.5/3,600 r.p.m. (with JX156-K112-01 muffler)</td>
</tr>
<tr>
<td>MAX. TORQUE</td>
<td>2.78 kg-m/2,300 r.p.m. (20.1 ft-lbs/2,300 r.p.m.)</td>
</tr>
<tr>
<td>MIN. SPECIFIC FUEL CONSUMPTION RATIO</td>
<td>315 gr/hp-hr (0.694 lbs/hp-hr)</td>
</tr>
<tr>
<td>DIRECTION OF ROTATION</td>
<td>Counter-Clockwise Facing the PTO Shaft</td>
</tr>
<tr>
<td>FAST IDLE SPEED SETTING</td>
<td>3,350 r.p.m.</td>
</tr>
<tr>
<td>SLOW IDLE SPEED SETTING</td>
<td>1,400 r.p.m.</td>
</tr>
<tr>
<td>LUBRICATION</td>
<td>Pressurised Lubrication</td>
</tr>
<tr>
<td>BALANCING</td>
<td>Reciprocating Weight</td>
</tr>
<tr>
<td>THROTTLE CONTROL</td>
<td>Remote Cable</td>
</tr>
<tr>
<td>CHOKE CONTROL</td>
<td>Automatic</td>
</tr>
<tr>
<td>STARTER</td>
<td>Electric Starter or Recoil Starter</td>
</tr>
<tr>
<td>CARBURETOR</td>
<td>Float Type Fixed Main Jet</td>
</tr>
<tr>
<td>IGNITION</td>
<td>Transistorized-Fly-Wheel Magneto (Point Less)</td>
</tr>
<tr>
<td>CHARGING COIL</td>
<td>12V-13A with Regulator (Electric Starter Model)</td>
</tr>
<tr>
<td>RFI</td>
<td>per Canada and U.S.A. Requirement</td>
</tr>
<tr>
<td>GOVERNOR</td>
<td>Mechanical Governor</td>
</tr>
<tr>
<td>OIL FILL AND DIP STICK</td>
<td>Extended Above Engine</td>
</tr>
<tr>
<td>OIL DRAIN</td>
<td>with Extension Pipe</td>
</tr>
<tr>
<td>COOLING AIR INLET</td>
<td>Rotating Screen with Periphery Blade Protector</td>
</tr>
<tr>
<td>COOLING SHROUDS</td>
<td>Noise Suppresive Layered Sheet</td>
</tr>
<tr>
<td>AIR CLEANER</td>
<td>Semi Cyclone Type with Dual Element</td>
</tr>
<tr>
<td>LUBRICANT</td>
<td>1.4°F API Service Classification : SD, SE, SE/CC, SF Class</td>
</tr>
<tr>
<td></td>
<td>At temperatures below 0°C (32°F) : SAE 5W-20</td>
</tr>
<tr>
<td></td>
<td>At temperatures above 0°C (32°F) : SAE 30</td>
</tr>
<tr>
<td>FUEL</td>
<td>Regular Grade Leaded or Unleaded Gasoline</td>
</tr>
<tr>
<td>DIMENSION (H x W x L)</td>
<td>(Electric Starter Model) 307 mm x 381 mm x 419.5 mm (12.08 in. x 15.00 in. x 16.51 in.)</td>
</tr>
<tr>
<td>NET WEIGHT</td>
<td>36 kg (79.36 lbs)</td>
</tr>
<tr>
<td>OPTIONAL PARTS</td>
<td>Oil Warning System, Full Flow Oil Filter</td>
</tr>
</tbody>
</table>

Specifications and dimensions are subject to change without notice.
The horsepower ratings shown herein are established in accordance with Society of Automotive Engineers Code J607a. Power curves are corrected to standard conditions of sea level barometer and temperature of 15.6°C (60°F) and are developed from laboratory test engines equipped with standard air cleaner and muffler. The "Maximum B.H.P." curve represents performance of laboratory test engines. Production engines will develop not less than 95% of the "Maximum B.H.P." when tested after run-in to reduce friction and after cleanout of combustion chamber, with valves, carburetor and ignition system adjusted to laboratory standards. Engine power will decrease 3.5% for each 305m (1,000 ft.) above sea level and 1% for each 5.6°C (10°F) above standard temperature of 15.6°C (60°F).
GENERAL INFORMATION

PERIODIC MAINTENANCE

Engine Serial Number
The engine serial number is located on the front of the cylinder-head cover above the spark plug.

Periodic Maintenance Chart
To ensure satisfactory operation over an extended period of time, the engine requires normal maintenance at regular intervals.
The chart below shows periodic inspection and maintenance required and suitable interval designated with (√).

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>INTERVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily</td>
</tr>
<tr>
<td>Check fuel</td>
<td></td>
</tr>
<tr>
<td>Check and add engine oil</td>
<td></td>
</tr>
<tr>
<td>Check for loose or lost nuts and screws</td>
<td></td>
</tr>
<tr>
<td>Check for fuel leakage</td>
<td></td>
</tr>
<tr>
<td>Check for engine oil leakage</td>
<td></td>
</tr>
<tr>
<td>* Check battery electrolytic level</td>
<td></td>
</tr>
<tr>
<td>Check or clean air intake screen</td>
<td></td>
</tr>
<tr>
<td>** Tighten nuts and screws</td>
<td></td>
</tr>
<tr>
<td>** Change engine oil (without oil filter)</td>
<td></td>
</tr>
<tr>
<td>*** Change engine oil (with oil filter)</td>
<td></td>
</tr>
<tr>
<td>*** Clean air cleaner elements</td>
<td></td>
</tr>
<tr>
<td>Change oil filter (optional)</td>
<td></td>
</tr>
<tr>
<td>Clean and regap spark plug</td>
<td></td>
</tr>
<tr>
<td>Clean dust and dirt from cylinder and cylinder head fins</td>
<td></td>
</tr>
<tr>
<td>Replace air cleaner paper element</td>
<td></td>
</tr>
<tr>
<td>Clean combustion chamber</td>
<td></td>
</tr>
<tr>
<td>Check and adjust valve clearance</td>
<td></td>
</tr>
<tr>
<td>Clean and lap valve seating surface</td>
<td></td>
</tr>
<tr>
<td>Check carburetor adjustment</td>
<td></td>
</tr>
</tbody>
</table>

* Electric start models only.
** Perform these operations after the first 5 hours of use, then at the recommended interval.
*** Clean the air cleaner element more often when operating under dusty conditions.

Fuel
Use regular grade leaded or unleaded.

CAUTION: Gasohol is not recommended.
Don't use additives, such as carburetor cleaners, de-icers, or moisture-removing liquids in the gasoline.
Don't mix oil with gasoline. Always use a clean container.

Engine Oil
Use API classification SF, SE/CC, SE or SD. Use SAE 30 at temperatures above 0°C (32°F) and SAE 5W-20 at temperatures below 0°C (32°F). Don't put additives in the oil.

4-STROKE ENGINE THEORY

KAWASAKI FG Series engines are of the same basic "4-stroke cycle design" as used in automobiles, trucks and tractors. There are four strokes to one complete power cycle.

1. Intake Stroke:
   - The piston goes down, creating a vacuum in the cylinder which draws gas through open intake valve into the space above piston.

2. Compression Stroke:
   - The piston comes up with both valves closed, highly compressing the gas into the space left between the top of the piston and cylinder head.

3. Power Stroke:
   - At this point the magneto sends high tension current to the spark plug, firing or exploding the compressed gas and driving the piston down.

4. Exhaust Stroke:
   - Exhaust valve opens and the upward stroke of the piston forces out all of the burnt gases, thus completing the power cycle.
CONSTRUCTION (INTERNAL COMPONENT)

1. Cylinder head
2. Gasket
3. Ignition coil
4. Ring gear
5. Rotating screen
6. Flywheel nut
7. Flywheel with blades
8. Charging stater coil
9. Ball bearing
10. Balance weight
11. Support shaft
12. Wrist pin
13. Link rod
14. Adjust shim
15. Oil seal
16. Crankshaft
17. Crankgear
18. Connecting rod
19. Piston
20. Piston pin
21. Snap ring
22. Piston rings

- The intake and exhaust valve guide are fitted with a bushing. The cylinder block and bushings can be reamed out to install service valve guide bushings and standard size valves, when valve guide wear exceeds the service-limit.
- A satellite exhaust valve with a rotator is used to prolong the life of the exhaust valve.
- The function of the breather is to create a vacuum in the crankcase which prevents oil from being forced out of the engine through piston rings, oil seals, or gaskets. Oil laden air in the crankcase passes through a maze created by the reed valve and expansion chambers where the oil is separated from the air and drained back to the crankcase. The air passes through a hose out to the aircleaner.
- Internal components for FB460V engine consist of the piston, connecting rod, camshaft, crankshaft, reciprocating balancer, tappets, oil pump and governor.
- Pressurized oil directly lubricates the PTO journal, crankpin, and link rod journals.
- A balance weight is mounted on crankshaft with link rods and reciprocating balance is accomplished in the exact line of the piston motion.
- The flyweight governor governs all speed ranges.
- Oversize pistons and rings 0.25 mm, 0.5 mm, 0.75 mm (0.01 in., 0.02 in., 0.03 in.) are available.
- Camshaft is gear-driven by the crankshaft. The camshaft lobs operate against the tappets, which raise and lower valves.
1. Atmospheric pressure  
2. Air cleaner  
3. Paper element  
4. Foam element  
5. Intake pipe  
6. Choke valve  
7. Main nozzle  
8. Needle valve  
9. Tongue  
10. Main jet  
11. Bolt  
12. Gasket  
13. Float bowl  
14. Float  
15. Throttle valve  
16. Venturi  
17. Intake valve  
18. Lower pressure  
19. Piston  
20. Starter motor  
21. Control plate

Fuel enters the carburetor bowl through the needle valve controlled by the float. The downward movement of the piston on the intake stroke creates negative pressure in the cylinder. Atmospheric pressure forces out side air through the air cleaner and venturi into the engine. High speed air in the venturi creates negative pressure.

Atmospheric pressure in the bowl forces fuel up the main nozzle into the venturi, where the fuel mixes with air moving through the venturi. The choke valve controls the amount of air entering the venturi during starting operation.

The throttle valve controls the fuel-air mixture entering the engine.
ELECTRICAL SYSTEM

The electrical system for FB460V consists of an ignition system, electric starting system, charging system and monitor system (optional).

- The ignition system includes a flywheel, ignition coil, control unit, spark plug and engine stop switch (recoil starter model only).
- The starter system includes a key switch, solenoid and starting motor.
- The charging system consists of a flywheel stator and regulator to convert AC current to DC current. The stator output is 12 amps at 3,350 rpm.
- The monitor system consists of an oil pressure sensor (oil switch), oil pressure warning lamp and charge lamp.

Wiring Diagram
FB460V-AS. Model (Bendix Starter Motor)

FB460V-BS. Model (Shiftlever Starter Motor)

Specifications
Ignition System

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Flywheel magneto transistor ignition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spark plug</td>
<td>NGK BMR-4A or CHAMPION RCJ-8</td>
</tr>
<tr>
<td>Plug air gap</td>
<td>0.6 to 0.7 mm (0.024 to 0.028 in.)</td>
</tr>
<tr>
<td>Primary coil resistance</td>
<td>0.4 to 0.8 Ω</td>
</tr>
<tr>
<td>Secondary coil resistance</td>
<td>10 to 18 k Ω</td>
</tr>
<tr>
<td>Control unit resistance</td>
<td>See CONTROL UNIT CHECK</td>
</tr>
</tbody>
</table>
**GENERAL INFORMATION**

**Electric Starter System (Bendix-type)**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery rating</td>
<td>12 V - 0.8 kW</td>
</tr>
<tr>
<td>Max charging current</td>
<td>One tenth of battery capacity</td>
</tr>
<tr>
<td>Starter-rating</td>
<td>12 V - 0.8 kW</td>
</tr>
<tr>
<td>Brush length</td>
<td>12 mm (0.47 in.) (MIN)</td>
</tr>
<tr>
<td>Commutator groove depth</td>
<td>0.2 mm (0.008 in.) (MIN)</td>
</tr>
<tr>
<td>Commutator diameter</td>
<td>32 mm (1.26 in.) (MIN)</td>
</tr>
<tr>
<td>Commutator run-out</td>
<td>0.3 mm (0.012 in.) (MAX)</td>
</tr>
<tr>
<td>Current draw test</td>
<td>12 V, 7000 rpm (MIN) 80A (MAX)</td>
</tr>
</tbody>
</table>

**Electric Starter System (Shiftlever-type)**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery rating</td>
<td>12 V - 0.75 kW</td>
</tr>
<tr>
<td>Max charging current</td>
<td>One-tenth of battery capacity</td>
</tr>
<tr>
<td>Starter-rating</td>
<td>12 V - 0.75 kW</td>
</tr>
<tr>
<td>Brush length</td>
<td>6 mm (0.24 in.) (MIN)</td>
</tr>
<tr>
<td>Commutator groove depth</td>
<td>0.2 mm (0.008 in.) (MIN)</td>
</tr>
<tr>
<td>Commutator diameter</td>
<td>27 mm (1.10 in.) (MAX)</td>
</tr>
<tr>
<td>Commutator run-out</td>
<td>0.4 mm (0.016 in.) (MAX)</td>
</tr>
<tr>
<td>Current draw test</td>
<td>11.5 V, 6000 rpm (MIN) 50A (MAX)</td>
</tr>
</tbody>
</table>

**Charging System**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stator output</td>
<td>Approx. 12 amps / 3350 rpm</td>
</tr>
<tr>
<td>No-load voltage</td>
<td>34.5 V / 3350 rpm (MIN)</td>
</tr>
<tr>
<td>Regulator-type</td>
<td>12 V system, constant voltage, regulator</td>
</tr>
<tr>
<td>Regulator resistance</td>
<td>See Regulator Inspection</td>
</tr>
</tbody>
</table>

**Monitor System**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charge lamp rating</td>
<td>12V 3.4 W (MAX)</td>
</tr>
<tr>
<td>Oil pressure lamp rating</td>
<td>12V 3.4 W (MAX)</td>
</tr>
<tr>
<td>Oil pressure switch detect pressure</td>
<td>0.3 kg / cm² (4.27 psi)</td>
</tr>
</tbody>
</table>

**PRELIMINARY ENGINE CHECKS**

A complete diagnosis of engine malfunctions appears in this section. However, the majority of engine problems is normally due to ignition or fuel system difficulties.

1. If engine will not start with gasoline in the tank, remove spark plug and check spark by cranking engine while having the plug touched against engine block.

⚠️ **WARNING:** To avoid fire, do not hold spark plug in close positions to the plug hole. Keep the plug as far away as possible from the plug hole. To avoid an electric shock, do not hold the plug itself. Make sure to hold the plug cap.

1-1. If there is good spark between electrodes, the ignition system is in good condition.

1-2. If there is no or a very weak spark, clean the plug and regap to 0.6 to 0.7mm (0.024 to 0.028 in.). Replace the plug if its electrodes are of worn.

1-3. If there is still no spark refer to "IGNITION" section.

2. If engine still fails to start, check the fuel system for the tank to carburetor to be sure gas is getting to carburetor. Check carb. adjustments and be sure choke and throttle controls are working properly. Refer to Section 4 for carb. information.

3. Check for a plugged air cleaner. Clean or replace if necessary.

4. If engine still will not start, or starts but does not run properly, perform the compression test that follows, and refer to "Diagnose Malfunction" in this Section.
5. Test compression when engine loses power or runs erratically and fuel and ignition systems adjustments do not correct the problem.

CAUTION: Disconnect spark plug cap to prevent engine from starting during compression test.

6. Crank engine with electric or recoil starter and check the compression force.

7. If compression is low, it is usually the result of one or more of following:
   - Leaking cyl. head gasket.
   - Warped cyl. head.
   - Worn piston rings.
   - Worn cyl. bore.
   - Damaged piston.
   - Burned or warped valves.
   - Improper valve clearance.
   - Broken valve springs.

8. Use a compression gauge and test compression by:
   8-1. Remove spark plug and screw compression gauge into the plug hole securely.
   8-2. Crank engine with electric or recoil starter and take highest pressure gauge reading.
   8-3. Cylinder compression should not be less than 380 KPa (55 psi).
   8-4. If compression reading is too high, check for carbon built up in combustion chamber.
TROUBLE SHOOTING

If engine malfunctions, check if the way the engine is used is correct. If engine malfunctions even if engine is used correctly, systematically carry out troubleshooting starting with simple points.

This chart describes typical troubleshooting procedures. Do not unnecessarily disassemble carburetor, magneto or engine unless it has been found to be the cause of malfunctioning.

[Engine hard to start]

- Remove spark plug and check spark by cranking engine while having the plug touched against engine block.

⚠️ WARNING: Keep the plug as far away as possible from the plug hole. To avoid an electric shock, do not hold the plug itself. Make sure to hold the plug cap.

- Is compression sufficient?

  YES - Make starting attempts a number of times and then remove spark plug and observe electrodes. Are they wet?

  NO - Are spark produced when spark plug is replaced?

      YES - Faulty spark plug Replace

      NO - Faulty contact of plug cap Correct

      YES - Faulty control unit Replace

      NO - Faulty ignition coil Replace

      Faulty high tension cord Correct

      Incorrect armature air gap Replace

      Demagnetized fly-wheel Replace

- Are sparks produced between high tension lead and engine block in the state where plug cap is removed?

      YES - Faulty control unit Replace

      NO - Faulty ignition coil Replace

      Faulty high tension cord Correct

      Incorrect armature air gap Replace

      Demagnetized fly-wheel Replace

- Are sparks produced between high tension lead and engine block when control unit is replaced?

      YES - Excessive use of choke

      NO - No fuel in the tank Add

      Entry of dust or air into fuel pipe or filter Clean

      Plugged air hole in tank cap Clean

      Plugged fuel line Clean

      YES - Excessive use of choke

      NO - Plugged air cleaner Clean

      Too high fuel level in float bowl Adjust

      YES - Worn piston/piston rings Replace

      Stuck piston rings Clean or replace

      Worn cyl. bore Bore or replace

      Insufficient cyl. head tightening Retighten

      Faulty contact of valve seat Lap

      Plunge-up by valve Adjust valve clearance

      Warped cyl. head Replace

      Broken valve spring Clean or grind

      Stuck valve

      Burned head gasket Replace

- Check carb.

  - Check for plugged fuel line.
  - Check for plugged air passage.
  - Check float level.
  - Check carb. setting.
**Engine loss power**

- **Is engine overheated?**
  - **YES**
    - Crankcase low on oil.
    - Too much oil in crankcase.
    - Carb not properly adjusted.
    - Dirty or plugged air intake screens, shrouding and engine fins.
    - Carbon deposit in combustion chamber.
    - Adjust level or add
    - Adjust level
    - Adjust load
    - Adjust
    - Clean
  - **NO**

- **Is the ignition spark normal?**
  - **YES**
    - Wrong spark plug.
    - Faulty spark plug.
    - Faulty control unit.
    - Faulty ignition coil.
    - Faulty high tension cord.
    - Armature air gap incorrect.
    - Demagnetized flywheel.
    - Replace
    - Replace
    - Replace
    - Replace
    - Replace gap
  - **NO**

- **Is lubricating condition normal?**
  - **YES**
    - Too much or too little oil in crankcase.
    - Excessively contaminated lubricating oil.
    - Correct
    - Change
  - **NO**

- **Is unusual smoke emitted out of muffler?**
  - **YES**
    - Plugged air cleaner.
    - Carbon deposit in exhaust hole and muffler.
    - Carb. not properly adjusted.
    - Too much oil in crankcase.
    - Clean
    - Clean
    - Adjust
    - Adjust level
  - **NO**

- **Is compression sufficient?**
  - **YES**
    - See Engine Starts Hard.
    - **NO**

**Engine runs erratically**

- **Problem in the fuel system (lack of fuel)**
  - Entry of dust or water into fuel pipe or filter.
  - Air or vapour lock in fuel line.
  - Plugged air vent of fuel tank cap.
  - Plugged air/fuel passes in carb.
  - Too little opening of carb. pilot air-screw.
  - Clean
  - Clean
  - Clean
  - Correct

- **Problem in the governor or system**
  - Incorrect governor linkage adjustment.
  - Faulty governor spring.
  - Governor gear ass'y malfunctioning.
  - Correct
  - Replace
  - Check
[Engine malfunctions at high speed]

Is revolution fluctuation of relatively large period produced when a load is applied? \[YES\]
- Plugged air hole in tank cap
- Entry of dust and air into fuel filter or fuel pipe
- Clean

[Engine malfunctions at low speed]

Remove spark plug and check spark by cranking engine while having the plug touched against engine block.

\[\text{WARNING:}\]
Keep the plug as far away as possible from the plug hole.
To avoid an electric shock, do not hold the plug itself. Make sure to hold the plug cap.

\[\text{WEAK}\]
- Faulty plug insulation
- Fouled electrodes
- Faulty control unit
- Faulty ignition coil
- Faulty high tension cord
- Incorrect armature air gap
- Replace
- Clean
- Replace
- Replace
- Correct

\[\text{STRONG}\]
- Overrich fuel in slow system
- Turn off pilot air jet by a minor extent
- Disassemble and clean carburetor interior
- Loosene flange nuts
- Damaged gasket
- Retighten
- Replace

[Diagram not shown]

Is unusual smoke emitted out of muffler? \[YES\]
- Overrich fuel in slow system
- Turn off pilot air jet by a minor extent

Directly and gradually open throttle valve by hand. Does the revolution drop or does engine stall at a certain position? \[YES\]
- Plugging in carburetor interior
- Disassemble and clean carburetor interior
- Loosene flange nuts
- Damaged gasket
- Retighten
- Replace

Is air sucked through carburetor flange? \[NO\]
- Loose flange nuts
- Damaged gasket
- Retighten
- Replace

Are valve clearances of normal values? \[NO\]
- Compression leakage
- Wrong valve timing
- Adjust valve clearances

Is alignment of timing gear marks correct? \[YES\]
- Largely deviated valve timing
- Correct alignment of timing gear marks

[Diagram not shown]
[Fuel consumption is excessive]

Is compression sufficient? YES →
- High fuel level in carb. float chamber (including overflow)
- Delay in ignition timing
- High idling R.P.M.
- Incomplete opening of choke valve
- Excessively backed off carb. pilot air screw

Adjust

NO →
- Worn piston/piston rings
- Stuck piston
- Worn cylinder bore
- Insufficient cyl. head tightness
- Faulty valve seat contact
- Plunge-up of valve
- Wrong valve timing
- Broken valve spring
- Stuck valve

Replace

[Oil consumption is excessive]

Is compression sufficient? YES →
- Plugged oil ring groove
- High oil level
- Faulty valve seat contact
- Worn valve stems and valve guides
- Oil leakage along governor shaft
- Oil leakage from oil seal
- Oil leakage from mounting surface
- Oil leakage from drain plug
- Clogged breather valve
- Drain-back hole in tappet chamber plugged
- Incorrect oil viscosity

Clean

NO →
- Worn piston rings
- Stuck piston rings
- Worn cylinder bore
- Broken piston ring

Replace

[Engine runs erratically]

- Dirt or water in fuel line
- Carb. not properly adjusted
- Spark plug fouled, pitted, or gapped incorrectly
- Carb. flange leaking at gasket
- Carb. body and throttle shaft worn
- Restricted gas tank vent
- Governor malfunctioning

Clean

[Engine backfires]

- Loose carb. flange
- Loose cyl. head or leaking head gasket.
- Burned or sticking intake valve
- Incorrect armorature air gap
- Carb. not properly adjusted

Tighten

[Engine knocks]

- Stale fuel
- Excessive carbon deposit in engine
- Excessive engine load
- Engine overheating
- Faulty control unit

Change
### TUNE-UP PROCEDURE

A “Tune-Up” (see the steps below) would normally be performed on relatively new engines brought in for minor difficulties. By performing these steps you will either be sure the engine is functioning properly or will know if and what major repairs should be performed. The steps are also covered in the OVERHAUL PROCEDURE and will normally be performed as a part of the complete overhaul.

1. Remove fuel tank, clean tank and lines. Check oil level and drain.
2. Remove air cleaner, check for proper servicing.
3. Remove recoil starter, flywheel housing, and shrouds. Inspect rope, recoil starter assembly or pinion clutch (electric starter).
5. Remove carb., disassemble and inspect for wear or damage. Wash in solvent, replace parts as necessary and assemble. Set initial adjustment.
6. Inspect inlet and exhaust flange for damaged gaskets.
7. Check governor linkage, spring, and speed control lever for damage or wear, also check adjustment.
8. Remove flywheel, check for seal leakage, both flywheel and PTO shaft sides. Check flywheel key for damage.
9. Check coil and control unit, inspect all wires for breaks damaged insulation. Be sure lead wires do not touch flywheel. Check stop switch and lead.
10. Install flywheel. Set air gap. Check for spark.
11. Remove cyl. head, check gasket, remove spark plug, and clean carbon, inspect valves for seating.
12. Install cyl. head, torque to the specified torque, set spark plug gap or replace the plug if necessary.
13. Replace oil and fuel, check muffler for restrictions or damage.
14. Adjust speed control linkage and cable if used, for correct operation.
15. Run and adjust idle (mixture), and MAX speed.

### OVERHAUL PROCEDURE

The following overhaul procedure is intended to help you in systematic and sequential method of repairing a Kawasaki FB460V engine. Efficiency is obtained when the repair operations are performed in the same sequence every time. The exact procedure will vary according to the engine model being repaired. This table can also be used as an index. For detail information on how to perform each operation refer to the section and page number listed.

<table>
<thead>
<tr>
<th>Section</th>
<th>DISASSEMBLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Drain engine oil</td>
</tr>
<tr>
<td>2</td>
<td>Air cleaner assy</td>
</tr>
<tr>
<td>3</td>
<td>Muffler ass’y</td>
</tr>
<tr>
<td>4</td>
<td>Carburetor, heat shield plate and gasket. Intake pipe.</td>
</tr>
<tr>
<td>5</td>
<td>Carburetor and linkage. Disassemble carburetor.</td>
</tr>
<tr>
<td>6</td>
<td>Electric starter</td>
</tr>
<tr>
<td>7</td>
<td>Recoil starter</td>
</tr>
<tr>
<td>8</td>
<td>Dip stick and blower housing</td>
</tr>
<tr>
<td>9</td>
<td>Spin flywheel to check compression</td>
</tr>
<tr>
<td>10</td>
<td>Spark plug-adjust gap, clean and inspect.</td>
</tr>
<tr>
<td>11</td>
<td>Rope starter pulley.</td>
</tr>
<tr>
<td>12</td>
<td>Adjust armature air gap.</td>
</tr>
<tr>
<td>13</td>
<td>Tappet chamber cover and breather pipe connector</td>
</tr>
<tr>
<td>14</td>
<td>Cylinder head and gasket</td>
</tr>
<tr>
<td>15</td>
<td>Check valve-to-tappet clearance valve and spring.</td>
</tr>
<tr>
<td>16</td>
<td>Flywheel</td>
</tr>
<tr>
<td>17</td>
<td>Breather</td>
</tr>
<tr>
<td>18</td>
<td>Ignition coil and control unit</td>
</tr>
<tr>
<td>19</td>
<td>Starter motor disassembly</td>
</tr>
<tr>
<td>20</td>
<td>Recoil starter disassembly</td>
</tr>
<tr>
<td>21</td>
<td>Governor control base plate and governor arm</td>
</tr>
<tr>
<td>22</td>
<td>Crankcase cover</td>
</tr>
<tr>
<td>23</td>
<td>Damaged oil seal</td>
</tr>
<tr>
<td>24</td>
<td>Damaged governor gear ass’y</td>
</tr>
<tr>
<td>25</td>
<td>Oil pump and relief valve</td>
</tr>
<tr>
<td>26</td>
<td>Camshaft and gear</td>
</tr>
<tr>
<td>27</td>
<td>Tappets</td>
</tr>
<tr>
<td>28</td>
<td>Con-rod and piston</td>
</tr>
<tr>
<td>29</td>
<td>Balance weight support shaft</td>
</tr>
<tr>
<td>30</td>
<td>Crankshaft and balance weight ass’y</td>
</tr>
<tr>
<td>31</td>
<td>Disassemble crankshaft ass’y</td>
</tr>
</tbody>
</table>
### GENERAL INFORMATION

#### DISASSEMBLY

<table>
<thead>
<tr>
<th>Section</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Crankshaft — inspect and check</td>
</tr>
<tr>
<td>10</td>
<td>Cylinder — check bore, main bearings, valve guides and valve seats.</td>
</tr>
<tr>
<td>6</td>
<td>Disassemble connecting rod and piston.</td>
</tr>
<tr>
<td>8</td>
<td>Check piston, rings, connecting rod, piston pin.</td>
</tr>
</tbody>
</table>

#### REPAIR

<table>
<thead>
<tr>
<th>Section</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Resize cylinder bore to next over size.</td>
</tr>
<tr>
<td>6</td>
<td>Replace valve guide — intake, exhaust.</td>
</tr>
<tr>
<td>10</td>
<td>Reface valves and seats and lap.</td>
</tr>
<tr>
<td>5</td>
<td>Replace main bearings.</td>
</tr>
<tr>
<td>6</td>
<td>Replace governor gear ass’y.</td>
</tr>
<tr>
<td>2</td>
<td>Cylinder head repair</td>
</tr>
<tr>
<td>9</td>
<td>Replace bushing — link rod.</td>
</tr>
</tbody>
</table>

#### REASSEMBLY

<table>
<thead>
<tr>
<th>Section</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Assemble crankshaft, link rod and balance weight.</td>
</tr>
<tr>
<td>8</td>
<td>Crankshaft ass’y and balance weight support shaft</td>
</tr>
<tr>
<td>8</td>
<td>Piston, piston pin, rings</td>
</tr>
<tr>
<td>9</td>
<td>Connecting rod sub ass’y</td>
</tr>
<tr>
<td>9</td>
<td>Tappets, camshaft</td>
</tr>
<tr>
<td>5</td>
<td>Governor gear ass’y</td>
</tr>
<tr>
<td>7</td>
<td>Oil pump</td>
</tr>
<tr>
<td>9</td>
<td>Crankcase cover</td>
</tr>
<tr>
<td>5</td>
<td>Valves, valve springs, retainers</td>
</tr>
<tr>
<td>6</td>
<td>Adjust valve tappet clearance.</td>
</tr>
<tr>
<td>7</td>
<td>Tappet chamber cover, breather pipe connector</td>
</tr>
<tr>
<td>7</td>
<td>Breather reed valve and cover</td>
</tr>
<tr>
<td>7</td>
<td>Ignition coil</td>
</tr>
<tr>
<td>2</td>
<td>Control unit</td>
</tr>
<tr>
<td>2</td>
<td>Charging stator coil</td>
</tr>
<tr>
<td>2</td>
<td>Flywheel and pulley</td>
</tr>
<tr>
<td>2</td>
<td>Adjust air gap : armature to flywheel.</td>
</tr>
<tr>
<td>2</td>
<td>Check spark.</td>
</tr>
<tr>
<td>6</td>
<td>Cylinder head and gasket</td>
</tr>
<tr>
<td>2</td>
<td>Cylinder head and cylinder cover</td>
</tr>
<tr>
<td>2</td>
<td>Blower housing. Oil dip stick</td>
</tr>
<tr>
<td>5</td>
<td>Inlet pipe.</td>
</tr>
<tr>
<td>5</td>
<td>Governor control base plate.</td>
</tr>
</tbody>
</table>

#### REASSEMBLY (continued)

<table>
<thead>
<tr>
<th>Section</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Governor arm, spring and links.</td>
</tr>
<tr>
<td>5</td>
<td>Inlet pipe, carburetor and linkage.</td>
</tr>
<tr>
<td>5</td>
<td>Set governor linkage.</td>
</tr>
<tr>
<td>3</td>
<td>Air cleaner</td>
</tr>
<tr>
<td>11</td>
<td>Electric starter</td>
</tr>
<tr>
<td>2</td>
<td>Intake air screen.</td>
</tr>
<tr>
<td>12</td>
<td>Recoil starter</td>
</tr>
<tr>
<td>2</td>
<td>Spark plug</td>
</tr>
<tr>
<td>4</td>
<td>Muffler</td>
</tr>
<tr>
<td>7</td>
<td>Fill crankcase with oil. (Fill with gasoline.)</td>
</tr>
<tr>
<td>4</td>
<td>Start engine.</td>
</tr>
<tr>
<td>5</td>
<td>Adjust carburetor.</td>
</tr>
<tr>
<td>5</td>
<td>Set governor to obtain correct engine speed.</td>
</tr>
</tbody>
</table>
IGNITION SYSTEM

A transistor controlled ignition system is used for FB460V. This system consists of the following components:
- Ignition coil unit
- Control unit (Igniter)
- Permanent magnet flywheel
- Spark plug

The ignition coil unit is mounted outside the flywheel on the cylinder block. Since the transistor ignition system contains no mechanical parts, no wear occurs and no periodic maintenance is required except for the spark plug.

Principle of Operation:

- When voltage at point (A) is plus, base current \(i_b\) flows into Transistor \(TR_1\). Then the Transistor \(TR_1\) is turned "ON" and allows large amplified current \(I_C\) to flow, during which the Transistor \(TR_2\) does not operate because Resister \(R_1\) lowers voltage at point C.
- As the flywheel continues to rotate, AC power is further generated in the primary coil \(L_1\). Then the Transistor \(TR_2\) is turned "ON" by high voltage at point C.

As soon as the Transistor \(TR_2\) is turned "ON", the base current \(I_B\) through Resister \(R_1\) to Transistor \(TR_2\) changes its flow to \(I_1\) and to Transistor \(TR_2\), thus the Transistor \(TR_2\) is turned "OFF" because of voltage drop at point B.

This sudden current \(I_C\) change induces high voltage within the secondary coil \(L_2\), which fires the spark plug.

SPARK CHECK

Remove spark plug and check spark by cranking engine while having the plug touched against engine block.

⚠️ WARNING: Keep the plug as far away as possible from the plug hole. To avoid an electric shock do not hold the plug itself. Make sure to hold the plug cap.

If there is good spark between electrodes, the ignition system is in good condition.

If there is no or very weak spark, clean spark plug and regap to 0.6 to 0.7mm (0.024 to 0.028 in.). Replace spark plug if electrodes are worn. See "Spark Plug Check and Cleaning" section.

FLYWHEEL REMOVAL

1. Remove spiral case. (Flywheel housing)
2. Disconnect spark plug cap from spark plug.
3. Carefully remove the wire out of spiral case.

CAUTION: Flywheel nut has a left-hand thread.

4. Place a pry bar against the thick root of the blades to prevent the blades from breaking off.
5. Use a socket wrench (A), give an impact to the end of wrench bar and remove the retaining nut.

6. Remove flywheel with a flywheel puller (A).

7. Remove and inspect flywheel key. Replace the key if it is bent or sheared.

8. Inspect crankshaft taper for nicks or burrs. If necessary, finish taper using fine emery paper.

### FLYWHEEL CHECK

**CAUTION:** Do not give impact to magnet, as impact weakens magnetic force of it.

1. Put flywheel on a wooden surface.
2. Hold a metal tool about 25mm (1 in.) away from flywheel magnet. The metal tool should be attracted by magnet. If magnetic force is weak, replace flywheel.

### Ring Gear Inspection (Electric starter Model)

1. Inspect flywheel ring gear for worn or damaged teeth.
2. Replace ring gear, if teeth are extremely worn or damaged.

### Ring Gear Replacement (Electric starter Model)

**CAUTION:** Do not give impact to magnet, as impact weakens magnetic force.

**WARNING:** Use heat shield gloves to prevent personal injury.

1. Use 1/4 in. drill bit to drill 5/16 in. deep holes into ring gear (C) as shown (A) & (B).

**CAUTION:** Do not cut flywheel by drilling too deep or too close.

2. By using a hammer and bar, strike ring gear evenly to remove it.

3. Heat a new ring gear (C), evenly to an extent that expansion by heating facilitates following installation.

4. With the beveled edge of the gear faced up, quickly install ring gear, quickly followed by tapping ring gear evenly to insure good seating.

**New ring gear**
IGNITION COIL CHECK

1. Remove two mounting screws and remove ignition coil.
2. Remove the plug cap from high tension cord.
3. Set KAWASAKI multimeter selector switch at a specified range and connect leads as shown in the chart below. If meter reading falls within the values shown in the chart, the coil is functioning properly.

**Spark plug lead**

**Primary terminal**

**Core**

**Ignition Coil Resistance**

<table>
<thead>
<tr>
<th>Connection</th>
<th>Resistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary coil</td>
<td>0.4 to 0.8 Ω</td>
</tr>
<tr>
<td>Primary terminal</td>
<td>(R x 1 Ω Range)</td>
</tr>
<tr>
<td>Secondary coil</td>
<td>10 to 18 kΩ</td>
</tr>
<tr>
<td>Plug lead</td>
<td>(R x 1 kΩ Range)</td>
</tr>
</tbody>
</table>

*Resistance value may vary with individual meters.

FLYWHEEL INSTALLATION

Be sure the key is in place when installing flywheel. To tighten flywheel nut, reverse the removal steps. Torque to spec. listed.

Flywheel Nut Tightening Torque

83 to 88 N-m (62 to 65 ft-lbs)

CONTROL UNIT CHECK

1. Unfasten connectors.
2. Unscrew mounting screws and remove control unit.
3. Set KAWASAKI multimeter selector switch at Rx1 Ω scale and connect leads as shown in the chart below. If meter reading falls within the values shown in the chart, the unit is functioning properly.

FB460V-AS. Model

**Control Unit Resistance (AS. BS. Model)**

<table>
<thead>
<tr>
<th>Tester (Ω)</th>
<th>Terminal (A)</th>
<th>Case (B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal (A)</td>
<td>ON 10Ω to 40Ω</td>
<td></td>
</tr>
<tr>
<td>Case (B)</td>
<td>ON 4.0Ω to 3.0kΩ</td>
<td></td>
</tr>
</tbody>
</table>

*Resistance value may vary with individual meters.

Do not use a megger.

IGNITION COIL AIR-GAP ADJUSTMENT

(1) Leave ignition coil mounting screws loose so the coil can be moved for air gap adjustment.

(2) Inserting a 0.3mm (0.012 in.) — AIR GAP — thickness gauge (A) at each area in between coil legs on flywheel rim, move the coil to adjust AIR GAP.

(3) Tighten mounting screws firmly.
IGNITION
2-4

FLYWHEEL HOUSING INSTALLATION

1. Install flywheel housing (E), rotating screen (B), protector (D) and tighten screws.

NOTE: The air gap (C) between contour blades (D) under screen and flywheel housing (E) should be not less than 1 mm (0.04 in.). Use washers (A) to adjust the air gap (C).

2. Install cylinder head cover and tighten screws.

NOTE: Push cylinder head cover firmly against flywheel housing to eliminate cooling air leakage.

3. Install dipstick and air cleaner assembly.

SPARK PLUG CHECK AND CLEANING

A spark plug consists of two electrodes (A) separated from each other by spark gap (B). The side electrode is connected to shell (C) of the spark plug. The center electrode is completely insulated from the shell. The high voltage, produced in the secondary coil winding, is applied to the center electrode and causes a spark to jump the gap (B) to the side electrode. This spark ignites the fuel-air-mixture and starts the combustion process in the cylinder.

- Gap between electrodes affects the entire range of engine performance — starting, idling, accelerating, power and top speed.
- Spark plugs must operate within a specific temperature range to give good performance.

The plug can be cleaned using a high flash-point solvent and a wire brush or other suitable tool. If the spark plug electrodes are burned away or damaged, or if the porcelain is cracked, replace the plug. Use the following spark plug.

<table>
<thead>
<tr>
<th>Specified Spark Plug</th>
<th>Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>NGK BMR-4A</td>
<td>0.6 to 0.7 mm</td>
</tr>
<tr>
<td>CHAMPION RCJ-8</td>
<td>0.024 to 0.028 in.</td>
</tr>
</tbody>
</table>

Spark Plug Gap

(1) Measure the gap with a wire type thickness gauge. If the gap is incorrect, carefully bend the outer electrode with a needle nose plier to obtain the correct gap.

Spark Plug Tightening Torque

<table>
<thead>
<tr>
<th>Spark Plug</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 N-m (20 ft-lbs)</td>
<td></td>
</tr>
</tbody>
</table>

The air gap (C) between contour blades (D) under screen and flywheel housing (E) should be not less than 1 mm (0.04 in.). Use washers (A) to adjust the air gap (C).
A properly serviced air cleaner protects the internal parts of the engine from dust particles in the air. If the air cleaner instructions are not carefully followed, the dirt and dust which should be collected in the cleaner, will be drawn into the engine and become a part of the oil film, which is very detrimental to engine life; dirt in the oil forms an abrasive mixture which wears the moving parts.

The air cleaner on every engine brought in for a check up or repair should be examined and serviced.

An air cleaner element clogged with dirt chokes the air supply to the engine, resulting in an overly rich fuel/air mixture and inefficient combustion. This in turn causes reduced engine power and overheating due to carbon build-up in combustion chamber.

⚠️ WARNING: Do not run engine with air cleaner removed.

**AIR CLEANER SERVICE**

A FB460V engine is equipped with a heavy duty air cleaner which has dual elements and an element housing.

Remove two wing bolts and lift off air cleaner completely.

**CAUTION:** Do not clean the element with solvent or compressed air.

1. Foam Element
   - Visually examine element for turn, puncture and otherwise damaged. Replace element if necessary.
   - Wash element in detergent and water and dry throughly.
   - Immerse in new engine oil and squeeze out excess.

2. Paper Element
   - Clean element by tapping gently to remove dust. If very dirty, wash in detergent and water, and dry throughly. Replace with a new paper element every 300 hours.

**AIR CLEANER HOUSING INSPECTION**

1. Check air cleaner housing for deformation or other damage. The housing must seal well and permit only filtered air to reach carburetor. Replace the housing if damaged.
2. Check no foreign material is obstructing the air passage.

**AIR CLEANER INSTALLATION**

1. Clean elements, housing, cover and other parts.
2. Elements and housing must be installed correctly.
3. Install o-ring, housing, elements cover, washers and tighten wing bolts.

---

1. Wing bolt
2. Washers
3. Cover
4. Element (Foam)
5. Element (Paper)
6. Housing
7. O-Ring
8. Element housing
CARBURETOR OPERATION

1. In the choke or start position, the choke valve is closed, and the only air entering the engine enters through opening around the valve. As the starting device is operated to start the engine, the air pressure in the carburetor is reduced as air drawn into the engine. Since the air passage is blocked by the choke valve, fuel is drawn from the main nozzle and from both idle fuel discharge ports and mixes with the air that passes through the throttle valve. This makes a very rich fuel mixture required to start a cold engine.

2. At idle a relatively small amount of fuel is required to operate the engine. The throttle is almost closed, shutting off the fuel supply from all except the one idle-fuel discharge orifice, so that the suction created by the engine draws fuel only from that orifice.

3. During intermediate operation, second and third orifices are uncovered as the throttle valve opens, and more fuel is allowed to mix with the air flowing into the engine.

4. During high speed operation, the throttle valve is fully opened. Air flows through the carburetor at high speed. The venturi, which decreases the air passage through carburetor, further accelerates the air flow. This high speed movement of the air decreases the air pressure, and fuel is drawn into the air stream through the main nozzle that opens into venturi, mixing with the air in the air passage. As the engine load increases, air is automatically bled into the main nozzle through the air jet located in the air horn. This allows fuel to be metered freely from the main nozzle and to be facilitated atomization.

### Carburetor Specifications

<table>
<thead>
<tr>
<th>ITEM</th>
<th>FB460V-AS</th>
<th>FB460V-BS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Jet</td>
<td>#112.5</td>
<td>#115</td>
</tr>
<tr>
<td>Pilot Jet</td>
<td>#47.5</td>
<td>#47.5</td>
</tr>
<tr>
<td>Pilot Screw (Turn out)</td>
<td>1-1/8</td>
<td>1-1/8</td>
</tr>
<tr>
<td>Float Valve</td>
<td>1.5 mm (0.059 in.)</td>
<td>1.5 mm (0.059 in.)</td>
</tr>
<tr>
<td>Low Idle Speed</td>
<td>1350 to 1450 rpm</td>
<td>1350 to 1450 rpm</td>
</tr>
<tr>
<td>Fast Idle Speed</td>
<td>3275 to 3425 rpm</td>
<td>3275 to 3425 rpm</td>
</tr>
<tr>
<td>Float Level</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CARBURETOR REMOVAL AND DISASSEMBLY

**WARNING:** Gasoline is dangerous. Avoid fires due to smoking or careless maintenance practices.

1. Before removing for repair, check for signs of air leakage, or mounting gaskets that are loose, deteriorated, or otherwise damaged.

**CAUTION:** Do not bend the links or stretch.

2. Pull carb. free, and gently twist carb. to free link rod.

3. Remove governor link rod and link spring.

4. Disassemble carb. (See illust. below).
CARBURETOR

Disassembly Carburetor (See: Illustration)

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Parts Name</th>
<th>Ref. No.</th>
<th>Parts Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Screw</td>
<td>16</td>
<td>Needle valve</td>
</tr>
<tr>
<td>2</td>
<td>Throttle valve</td>
<td>17</td>
<td>Float pin</td>
</tr>
<tr>
<td>3</td>
<td>Screw</td>
<td>18</td>
<td>Clip</td>
</tr>
<tr>
<td>4</td>
<td>Choke valve</td>
<td>19</td>
<td>Float chamber</td>
</tr>
<tr>
<td>5</td>
<td>Screw</td>
<td>20</td>
<td>Choke shaft</td>
</tr>
<tr>
<td>6</td>
<td>Spring</td>
<td>21</td>
<td>Throttle shaft</td>
</tr>
<tr>
<td>7</td>
<td>Spring</td>
<td>22</td>
<td>Ring</td>
</tr>
<tr>
<td>8</td>
<td>Pilot screw</td>
<td>23</td>
<td>Seal</td>
</tr>
<tr>
<td>9</td>
<td>Pilot jet</td>
<td>24</td>
<td>Float</td>
</tr>
<tr>
<td>10</td>
<td>Drain screw</td>
<td>25</td>
<td>Main nozzle</td>
</tr>
<tr>
<td>11</td>
<td>Spring</td>
<td>26</td>
<td>Main jet</td>
</tr>
<tr>
<td>12</td>
<td>Spring</td>
<td>27</td>
<td>Washer</td>
</tr>
<tr>
<td>13</td>
<td>Ring</td>
<td>28</td>
<td>Bolt</td>
</tr>
<tr>
<td>14</td>
<td>Ring</td>
<td>29</td>
<td>Bleed pipe</td>
</tr>
<tr>
<td>15</td>
<td>Gasket</td>
<td>30</td>
<td>Spring</td>
</tr>
</tbody>
</table>

CARBURETOR CLEANING

CAUTION: Never clean holes or passages with small drill bits or wire.

1. Place carb. body and carb. parts in PT503 cleaner or its equivalent. Do not put gaskets and plastic parts in cleaner.

2. Parts should remain in cleaner for 1 or 2 hours. Remove and rinse with solvent.

NOTE: Rinse carb. body in hot water to neutralize corrosive action of cleaner on aluminum.

3. Dry parts with compressed air. Be sure all holes are open. Do not use rags or paper to dry parts. Lint may plug hole or passages.

CARBURETOR INSPECTION

1. Inspect carb. body for damage. Flange sealing surfaces should be smooth and free of burrs and nicks.

2. Replace gasket if necessary.

3. Inspect pilot screw and drain screw for wear at the seating surface. Inspect for weak springs.

4. Inspect main jet, bleed pipe, main nozzle and pilot screw for damage.

5. Inspect inlet needle valve for wear or damage at the seating surface.

6. Inspect clip for damage.

NOTE: Inspect the other parts of carb. for wear, damage.

CARBURETOR ASSEMBLY

Reassembly is the reverse of removal. Note the following points:

1. Install main nozzle, bleed pipe, and main jet by turning clockwise into carb. body. Do not over tighten screws.

2. Install pilot screw (mixture screw) and spring finger tight.

3. Install pilot jet screw by turning it clockwise into carb. body. Do not over tighten.

4. Install float and float pin.

CAUTION: Do not push on float or, inlet needle valve when adjusting float level.

5. When carburetor is upside down, float surface (A) must be parallel to carb. body (B). To adjust float surface angle, bend tang (C) with needle-nose pliers.
CARBURETOR INSTALLATION

1. Install throttle linkages (A) and choke linkage (B) on carburetor.
2. Install breather connector (C) on intake pipe (D).
3. Assembly gaskets (E), heat shield plate (F), carburetor (G), gasket (H) and intake pipe (D).
4. Install carb. ass'y on inlet pipe (I) with through bolts (J).

CARBURETOR ADJUSTMENT

⚠️ WARNING: Gasoline is dangerous. Avoid fires due to smoking or careless maintenance practices.

Adjust Idle Mixture
Air cleaner must be assembled to engine.
1. Turn idle mixture screw (B) in until it just seats, then back it out 1-1/8 turns.

CAUTION: Do not turn the screw in too far. The pointed end of valve seat is susceptible to damage.

2. Start and allow engine to warm. Move throttle lever on equipment to "IDLE POSITION".
3. Use a tachometer and adjust throttle stop screw (A) to obtain 1,350 to 1,450 rpm by turning it in or out while holding the end of the screw against carb. body.
4. Adjust idle mixture screw (B) by turning clockwise (lean) or counterclockwise (rich) to obtain the peak of idling.
5. Turn idle mixture screw (B) back out 1/4 turn more.
6. Use a tachometer and readjust throttle stop screw (A) to obtain and satisfy specified 1,350 to 1,450 rpm idling.
7. Stop engine.
The governor control regulates the engine speed by changing the governor spring (1) tension, thus allowing the governor to control the carb. throttle at all times and maintain any desired speed. A FB46OV engine is equipped with a mechanical flyweight type governor. If the engine is carrying a load and running at rated speed, the speed will drop if the load increases even slightly. In response to the decrease, governor weights (2) contact by corresponding amount. Their movement is transmitted through the sleeve (3) and governor shaft (4) to the arm (5). The arm then moves the link rod (6) (in the direction of the arrow) (7) which turns the throttle valve in the opening direction.

As speed increases it is sensed by the governor (8), and the rod turns the valve in the opposite direction. This action/reaction sequence soon creates a state of equilibrium which allows the engine to run at nearly the same speed as before while carrying a slightly greater load. Dumping the load suddenly will cause a rapid increase in speed. But the interaction of the engine-governor-carb. protects the engine from over-revolution and speed soon settles at a constant level.

**REMOVAL (GOVERNOR RELATED)**

1. Remove air cleaner assembly.
2. Loosen clamp and disconnect fuel line from carburetor.
3. Remove through-bolts (J).
4. Remove intake pipe (D), gasket (H), carburetor (G), heat shield plate (F) and gaskets (E).
5. Disconnect breather connector from tappet chamber cover.
6. Remove link spring (A) and gently twist engine-governor-carb. protects the engine from free throttle linkage (B) and choke linkage (C). Remove linkage.
7. Loosen nut (D) and remove governor lever (E) from governor shaft (F). Remove governor spring (G).

**GOVERNOR GEAR DISASSEMBLY**

1. Unscrew mounting bolts in the order specified and remove crankcase cover from crankcase.
2. If necessary, remove governor ass’y (A) with a proper size screw driver.
GOVERNOR GEAR INSPECTION

1. Inspect governor gear for worn and damage. Replace as an unit, if wear and damage exceed.

GOVERNOR REASSEMBLY

1. Install thrust washer (C) and stuff into new governor ass'y (E) to short stationary shaft (A) until inner flange (D) fitted into groove (B) of the shaft as shown.

CAUTION: The sleeve can not be installed after stuffed into the gear to the shaft. Do not reuse governor ass'y once removed.

2. After installed, governor ass'y should rotate freely on the shaft.

3. Install governor gear cover.
4. Place a new gasket on crankcase cover and put small amount of grease around oil seal lips.
5. Lubricate crankshaft bearing in crankcase cover with engine oil.
6. Suitably set the gear to be meshed with cam gear when installing crankcase cover.

7. Install crankcase cover and tighten cap screws in the tightening order to the specified torque.

Crankcase Cover Tightening Torque

| Torque        | 17 to 23 N-m (12 to 17 ft-lbs) |

REASSEMBLY (GOVERNOR RELATED)

Reassembly is the reverse of removal. Note the following points:

1. Install governor lever (A) on governor shaft (B) and tighten nut (C) finger tight.

2. The throttle and choke linkages can not be installed on the carburetor after the intake pipe was installed.

LINKAGE ADJUSTMENT

1. Place throttle lever on dash in "FAST" position. (Equipment side)
2. Loosen nut (1), that holds governor arm to governor shaft (2).
3. Turn governor shaft (2) clockwise to the end of travel by inserting needle (3) to shaft end hole and tighten nut (1).

NOTE: The throttle lever on the dash must be in "FAST" position when adjusting the governor.

4. Lower and raise throttle lever after adjustment to be sure linkage is not binding.
5. More throttle lever (on dash) up to "FAST" position. Speed control lever (C) should be in wide open throttle position [aligned hole (B) and (D)], but not enough to move choke link (4). If adjustment is necessary, loosen cable clamp bolt (A) and adjust cable.
6. Retighten clamp bolt (A).
THROTTLE CABLE INSTALLATION AND ADJUSTMENT

Make sure that the throttle lever and cable on equipment have the speed control linkages with engine.

1. Leave cable clamp bolt (A) loose.
2. Align hole (B) of speed control lever (C) with hole (D) of control plate (E) moving the lever; insert a (6 mm) 0.24 in. dia. pin (or a 6 mm bolt) through the two holes.
3. Pull up outer housing (F) of throttle cable until the inner cable (G) has almost no slack, and tighten the cable clamp bolt.
4. Remove the 6 mm dia. pin.
   Be sure that carb. choke valve (H) is closed completely when throttle lever on equipment is moved to “CHOKE” position. If not, perform “CHOKE ADJUSTMENT” described below.

MAXIMUM SPEED ADJUSTMENT

Start engine and allow it warm.

1. Align hole (B) of speed control lever (C) with hole (D) of control plate (E) by moving the lever; insert a (6 mm) 0.24 in. dia. pin (or a 6 mm bolt) through the two holes.
2. Leave two control-plate-tightening-bolts (I) loose.
3. Use a tachometer and slide control plate (E) left or right to obtain specified 3,350 rpm. Be sure that the carb. choke valve is fully opened during adjustment.
4. Tighten two bolts (I) securely in a manner to avoid changing the specified speed.
5. Adjust choke per procedure previously mentioned.
6. Remove the 6 mm dia. pin or bolt.
7. Stop engine.

IDLE SPEED ADJUSTMENT

Before the following procedure, carb. adjustment must be performed. (See CARBURETOR ADJUSTMENT)

Start engine and allow it warm.

1. Move throttle lever on equipment to farest IDLE position and leave it there.
2. Turning throttle stop screw (J) in or out to obtain specified idling 1,350 to 1,450 rpm.
3. Stop engine.
COMPRESSION CHECK

Before measuring compression pressure:
Check cyl. head to torque. Be sure battery is fully charged on electric starter models. Start engine and allow it to warm up. During warm up, check for leaks around cyl. head gasket. Stop engine.

1. Remove spark plug and screws compression gauge into the plug hole securely.
2. Crank engine with recoil or electric starting for several seconds and take highest pressure gauge reading. Cylinder compression should not be less than 3 kg/cm² (43 psi).
3. If compression reading is too high, check for carbon built up in combustion chamber. Carbon deposits in combustion chamber should be removed every 100 to 200 hours of use, or whenever cyl. head is removed.
4. If the compression pressure is less than specified, it is usually the result of one or more of:
   - Leaking cyl. head gasket.
   - Warped cyl. head.
   - Worn piston rings.
   - Damaged piston.
   - Worn cyl. bore.
   - Burned or warped valves.
   - Improper valve clearance.
   - Broken valve springs.
   - To a great extent, compression can also be practically measured by:

   ![Flywheel Rebound](image)

**WARNING:** Disconnect spark plug cap to prevent engine starting during compression test. Be careful not to get your fingers caught in flywheel fins during test.

Spin flywheel counter clockwise (flywheel side) against the compression stroke; a sharp rebound indicates satisfactory compression. Slight or no rebound indicates poor compression.

CYLINDER HEAD AND HEAD GASKET REMOVAL

**CAUTION:** Always note the position of each cyl. head screw so they may be properly reassembled.

A FB460V has 3-heat-resistant high-tension studs in the exhaust valve side area to prevent loss of torque and maintain positive sealing of the combustion chamber.

1. Remove cyl. head and gasket.

**CYLINDER HEAD TIGHTENING PROCEDURE**

**CAUTION:** Do not use a sealer of any kind on gasket.

1. Coat head bolts threads with a light film of oil and install the bolts.
2. Tighten screws down evenly by hand.
3. Use a torque wrench and tighten head bolts in the sequence as shown, and to the specified torque.

**Cylinder Head Tightening Torque**

| Torque | 34 to 39 N-m (25 to 29 ft-lbs) |

**CAUTION:** Do not turn one screw down completely before the others, as it may cause a warped cyl. head.
6-2  COMPRESSION

CYLINDER HEAD CHECK
AND REPAIR
1. Clean cyl. head.

**WARNING:** Be alert to fire if combustible cleaner is used.

2. Check cyl. head flatness by placing cyl. head on a surface plate more than at six points.

3. Use a thickness gauge (A) to measure the space between surface plate and cyl. head.

4. If cyl. head is warped more than specified, replace it.

*Cyf. Head Warp (MAX)*

|        | 0.4 mm (0.015 in.) |

5. If cyl. head is warped less than the specified limit, reface the head surface by rubbing on emery paper (first: No.200, then: No.400) placed on a surface plate.

6. Check cyl. head gasket for burn and trace of gas leakage. Replace gasket if necessary.

VALVE AND SPRING REMOVAL
1. To remove valves using a valve spring compressor (A), put screw head of compressor over the valve head and slip lower jaw between spring (B) and retainer (C).


VALVE SPRING INSPECTION
1. Inspect valve springs for damage. Replace springs if necessary.

2. Measure the free length of springs. If shorter than specified, replace spring.

<table>
<thead>
<tr>
<th>Valve Spring Free Length (MIN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intake</td>
</tr>
<tr>
<td>43.3 mm (1.705 in.)</td>
</tr>
<tr>
<td>Exhaust</td>
</tr>
<tr>
<td>39.0 mm (1.535 in.)</td>
</tr>
</tbody>
</table>

TO ANALYZE VALVE
- When leaded gasoline is used, excessive lead deposits on the exhaust valve are caused by exhaust gas leakage past the valve. This indicates the valve is not seating properly.
- Clean the seating face and lap the valve into the seat. If worn severely, grind the valve and reface the seat to correct condition.

**CAUTION:** Be sure to reset valve-to-tappet clearance after grinding valve.

- Valve stem corrosion is caused by moisture in the engine. Moisture in the fuel-air mixture or combustion gases can condense inside the engine when the engine is stopped and cools down.
- Valve corrosion can also occur during storage. Fogging or pouring oil in combustion chamber before storing helps prevent valve corrosion.
- Corroded or pitted valves collect deposits and may cause sticking valves. Replace badly corroded or pitted valves.
- Poor engine cooling due to dirt or obstructions is a common cause for overheating an engine and the valves. Remove flywheel housing and clean cooling fins.
- Other causes for valves running hot are worn valve guides or valve springs, incorrect valve clearance, lean fuel-air mixture and incorrect or overheated plug.
- Use of old or stale gasoline is a common cause for sticky valves. This gummy deposit can be seen on the valve. When this condition exists, the carburetor may also contain gum deposits and will require a complete cleaning.

**CAUTION:** Always use fresh gasoline and drain fuel tank, lines and carburetor before storing equipment.

VALVE INSPECTION
1. Remove carbon from valve head, face and stem with a power-operated wire brush. Be sure carbon is removed and not merely burnished.
2. Check valve faces, heads and stem for defects. Look for bent valve stems and excessive corrosion causing pits on valve face or stem.

3. Replace valves with a warped head or with less than (0.6mm) 0.02 in. margin. Valve stem ends should be ground square before checking valve-to-tappet clearance.

Note: If any single measurement is less than MIN, replace the valve.

### Valve Stem Diameter (MIN)

<table>
<thead>
<tr>
<th></th>
<th>Valve Stem Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intake</td>
<td>7.912 mm (0.3115 in.)</td>
</tr>
<tr>
<td>Exhaust</td>
<td>7.919 mm (0.3118 in.)</td>
</tr>
</tbody>
</table>

#### VALVE GUIDE CHECK AND REPLACEMENT

1. Use valve guide cleaner to clean the inside of valve guides.
2. Measure inside diameter of valve guide with inside micrometer at several points.

#### Valve Guide Reject Size (MAX)

<table>
<thead>
<tr>
<th></th>
<th>Valve Guide Inside Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intake</td>
<td>8.362 mm (0.3274 in.)</td>
</tr>
<tr>
<td>Exhaust</td>
<td>8.062 mm (0.3174 in.)</td>
</tr>
</tbody>
</table>

- Replace valve guide if inside diameter exceeds MAX.
To Replace Valve Guide

To Remove Valve Guide:

1. Use a valve guide remover (A) to replace valve guide.
2. Fix valve guide remover on cylinder with bolts and nuts.
3. Put a coat of engine oil to the remover bolt threads and screw it in until the threads can be seen at valve guide lower end.
4. Install thrust washer (B) and nut (C) (left hand thread) to the remover bolt.
5. Turn out the bolt to remove valve guide bushing until it is completely removed from the guide.

(4) Turning the remover bolt, drive new valve guide into the hole to proper depth.

<table>
<thead>
<tr>
<th>Valve Guide Depth h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intake</td>
</tr>
<tr>
<td>Exhaust</td>
</tr>
</tbody>
</table>

To Install Valve Guide:

1. Use a valve guide remover to install valve guide.
2. Apply a coat of engine oil to the outer surface of valve guide (A).
3. Install thrust washer (B) and new valve guide (A) to the remover bolt and retain them with nut (C) as shown.
4. Turning the remover bolt, drive new valve guide into the hole to proper depth.
5. Use stanisol or kelosen lubricant to finish reaming by a valve guide reamer.
6. Turn to finish specified reamer (A) clockwise.
7. Thoroughly clean valve area before reassembling engine.

VALVE SEAT RECONDITIONING

1. Inspect valve seats for damage. If seats are warped or distorted by beyond reconditioning, replace cyl. block.
Pitted or worn valve seats can be refaced. Lap valves to seats after refacing.
2. To repair the seats; first use 45° cutter (A) then 30° to obtain standard valve seat width and 45° again to finish.
Check the seat for good contact all the way around with machinist's dye.
CAUTION: Loosen valve seat can be turned or moved up or down. If this appears;
- Use a center punch to tighten insert at three points equally spaced.
- Otherwise peen over edge around entire insert.

Valve Lapping
(1) If the seat does not make proper contact, lap valve into the seat with a vacuum cup tool.
(2) Coat face of valve sparingly with a fine lapping compound.
(3) Use vacuum cup tool (A), to grip top of valve. Rotate valve in a circular motion to lap to seat.
(4) Lift valve from seat every 8 to 10 strokes, continue lapping operation until an uniform ring appears around the entire surface of valve face.

3. Follow “Valve Lapping” procedure to keep the seat contact with the middle point of valve face (as shown).
TAPPET CLEARANCE CHECK AND REPAIR

Since valve repairs change tappet clearance (valvetoseat), check the clearances (intake and exhaust sides). Make sure to do this when engine is cold.

1. Insert valves in their respective positions in cyl. block.
2. Turn crankshaft until piston is at highest position in compression stroke. Then insert a thickness gauge (A) between valve stem and tappet to check tappet clearance.

Specified Tappet Clearance (Cold)

<table>
<thead>
<tr>
<th>Tappet Clearance</th>
<th>Intake</th>
<th>0.1 to 0.16 mm (0.0039 to 0.0063 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhaust</td>
<td>0.1 to 0.16 mm (0.0039 to 0.0063 in.)</td>
<td></td>
</tr>
</tbody>
</table>

3. If the clearance is less than specified, grind the end of valve stem to obtain the specified tappet clearance.

To Grind Valve Stem End:
Place valve in valve lapping guide (A) and slide the stem end over oil stone back and forth.

4. Install all parts related to valve repair.
   - Reassembly is the reverse of removal.

CAUTION: After installing valves and springs, check retainers are positioned correctly. Do not use molybdenum dissulfide when installing valve in cyl. block.
LUBRICATION

Oil has four purposes. It cools, cleans, seals and lubricates.
A pressurized lubrication system used on the FB460V engine pressure-lubricates the crank pin, PTO main journal and balancer link.

The FB460V utilizes a camshaft driven trochoid pump to pressurize the lubrication system. Oil is first drawn through a filtering screen (1) then the inlet (2) and into the pump chamber (3). Oil pressure is adjusted by a relief valve (8) to a value of above (3 kg/cm²) 42.6 psi at 3,000 rpm (Rated speed). The oil is then pumped to the PTO main journal (4) into crankshaft and lubricates the lower link rod (5), crank pin (6) and upper link rod journal (7). A portion of oil at the crank pin is passed through a metered orifice in the connecting rod and is sprayed on the piston to cool the piston and prevent ring sticking. The return oil mists then lubricates the magneto side ball bearing and others.

OIL WARNING SYSTEM
(Electric Starter Model only)
- Triggered by the sensor (A), a warning light comes on when pressure falls below (0.3 kg/cm²) 4.26 psi lubrication problem.
(See ELECTRICAL SYSTEM)

FULL FLOW OIL FILTER (Optional)
- The FB460V can accept an optional cartridge type full flow oil filter (A) which can extend oil change intervals to as much as 50 hours. (STD intervals: 25 hours)

CAPACITIES

| Crankcase | 1.4 l (2.96 Pt US) |
OIL RECOMMENDATION

Use a high quality detergent engine oil classified “API Service SF, SE/CC, SE, or SD”. Detergent engine oils keep the engine cleaner and delay the formation of gum and vernish deposits. Nothing should be added to the recommended oil.

Recommended SAE Viscosity Grades

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Below 0°C (32°F)</th>
<th>Above 0°C (32°F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viscosity</td>
<td>SAE 5W–20</td>
<td>SAE 30</td>
</tr>
</tbody>
</table>

OIL LEVEL CHECK

1. Put engine on a level surface.
2. Remove dipstick; wipe dipstick with a clean rag; insert dipstick into filler tube.
3. Let dipstick cap (A) threads rest on top of the tube. Do not screw dipstick in.
4. Remove dipstick to check oil level. Add if necessary. DO NOT overfill.
5. Install and tighten dipstick.
6. Check oil level and add regularly before operating equipment.

OIL CHANGE

Change oil after first 5 hours of operation. Thereafter 25 hours of operation: more often under dirty operating conditions.

1. Put engine on a level surface.
2. Remove oil drain plug, and drain oil while engine is warm.
3. Install drain plug.
4. Remove dipstick and refill with new oil up to no higher than “Full” mark on dipstick. (See OIL LEVEL CHECK)
5. Install dipstick.

BREATHER CHECK

It is the breather’s function to maintain a vacuum in the crankcase. The breather has a reed valve, which limits the direction of air flow caused by the piston movement of up and down. Air can flow out of the crankcase, but the “one way valve” blocks the return flow, thus maintaining a vacuum in the crankcase.

A partial vacuum must be maintained in the crankcase to prevent oil from being forced out of engine, at the piston rings, oil seals and gaskets. The FB460V uses the combination of a reed valve and four expansion chambers (1 ~ 4) crankcase breather. Oil laden air in the crankcase passes through a maze by the reed valve and expansion chambers where the oil is separated from the air and drained back to the crankcase. The breather is vented through the air cleaner, to prevent dirt from entering the crankcase.

1. Inspect reed valve for stuck and binding.
2. Inspect reed valve seating surface. They must not have any nicks or burrs.
3. Inspect reed valve for hair crack, distortion and broken.
4. Check to be sure vent tube is not damaged and sealed properly.
OIL PUMP INSPECTION

1. Remove crankcase cover from crankcase. (See Section 9: Crankshaft Removal)
2. Measure camshaft bearing on oil pump cover (A) with an inside micrometer (B). The bearing is cast with oil pump cover and is not replaceable.

| Bearing Inside Diameter (MAX) | 20.071 mm (0.7902 in.) |

- Replace pump cover, if inside diameter exceeds MAX.

3. Remove oil pump cover and inspect oil screen for broken mesh. Replace it, if necessary.
4. Inspect relief ball valve seating, they must not have any nicks or burrs.
5. Measure free length of ball valve spring.

| Free Length of Spring (MIN) | 19.5 mm (0.768 in.) |

- Replace spring if free length is less than MIN.

6. Inspect inner and outer oil pump rotors. Replace rotors if wear or damage is excessive.

NOTE: Do not unscrew bolts (1) which tighten relief valve cover (2) and oil induction guide plate (3). These bolts are applied locking bond.

OIL PUMP INSTALLATION

1. Install inner and outer rotors together.
2. Install oil screen.
3. Put relief-valve ball on valve seat.
4. Install oil pump cover with relief valve spring and tighten cap screws to specified torque.

| Pump Cover Tightening Torque | 17 to 23 N-m (12 to 17 ft-lbs) |

- After installation, the oil pump should rotate freely in the housing.

5. Install crankcase cover on block. (See Section 9: Crankcase Cover Installation)
PISTON AND CON-ROD REMOVAL

1. Remove any carbon or ridge at the top of cyl. bore; this will help prevent piston rings from breaking.
2. To remove piston and con-rod from engine, rotate crankshaft (A) to expose con-rod bolts (B) as shown.
3. Remove rod bolts and con-rod cap.
4. Push piston and con-rod out through the top of cylinder.

To Remove Piston From Con-Rod:
(1) Remove piston pin snap rings with thin nose pliers and slide out piston pin.

CAUTION: Do not reuse snap rings once removed. Removal weakens and deforms the rings.

(2) Remove piston rings one at a time, by slipping them over (A) ring lands. Use a ring expander (A) to prevent damage to rings and piston.

To Analyze Piston Ring Wear:
(1) Rings of the wrong size or rings having improper end gap will not conform to the shape of cylinder. This results in high oil consumption and excessive blow-by.
- Ring end gaps should be staggered on piston during installation. End gaps in alignment can cause oil consumption and blow-by.
- Light scuffing or scoring of both rings and piston occurs when unusually high friction and combustion temperatures approach the melting point of piston material. Probable causes of this condition one:
  - Dirty cooling shroud and cyl. head.
  - Lack of cylinder lubrication.
  - Improper combustion.
  - Wrong bearing or piston clearance.
  - Too much oil in crankcase causing fluid friction.

(2) An engine operating at abnormally high temperatures may cause varnish, lacquer or carbon deposits to form in the piston grooves making the rings stick. When this happens, excessive oil consumption and blow-by will occur.
- Engine overheating and ring sticking is usually caused by one or more of:
  - Overloading.
  - Incorrect ignition timing.
  - Lean fuel mixture.
  - Dirty cooling fins.
  - Incorrect oil.
  - Low oil supply.
  - Stale fuel.

(3) Vertical scratches across piston rings are due to an abrasive in engine. Abrasives may be airborne, may have been left in engine during overhaul or may be loose lead and carbon deposits.
- When this exists, check for one or more of:
  - Damaged, collapsed or improperly installed air cleaner.
  - Loose connection or damaged gasket between air cleaner and carb.
  - Air leak around carburetor-to-cyl. block gasket.
  - Air leakage around throttle shaft.
  - Failure to properly clean cyl. bore after reconditioning engine.
- Scratches across oil side rails (A) are due to abrasive in engine oil.
4. Visually inspect rings and grooves for uneven wear or damage. Replace them if uneven wear or damage are excessive.

5. Measure piston ring groove width. Use a vernier caliper at several points around the piston.

PISTON INSPECTION

No need to proceed with the steps shown if cylinder is to be resized or visual inspection of piston shows wear or scoring — which require replacing piston.

1. Remove all deposits from piston.
2. Clean carbon from piston ring grooves with a ring groove cleaner.

CAUTION: Do not use a caustic cleaning solution or a wire brush to clean piston.

3. Be sure oil return passages in ring grooves are open.

CAUTION: Never clean piston head with engine assembled. Carbon particles will fall between piston and cylinder, and may cause severe seizure.

PISTON RING THICKNESS INSPECTION

- Use a micrometer to measure piston ring thickness at several points around rings.

<table>
<thead>
<tr>
<th>Ring</th>
<th>Groove Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top</td>
<td>2.120 mm (0.0835 in.)</td>
</tr>
<tr>
<td>2nd</td>
<td>2.095 mm (0.0825 in.)</td>
</tr>
<tr>
<td>Oil</td>
<td>4.055 mm (0.1596 in.)</td>
</tr>
</tbody>
</table>

- If the width of any of the grooves is wider than MAX at any point, replace piston.

6. Inspect piston for scoring or fractures at ring lands.

Piston Ring Groove Width (MAX)

Piston Ring Thickness (MIN)

<table>
<thead>
<tr>
<th>Ring</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top</td>
<td>1.945 mm (0.0766 in.)</td>
</tr>
<tr>
<td>2nd</td>
<td>1.941 mm (0.0764 in.)</td>
</tr>
</tbody>
</table>
NOTE: Difficult to exactly measure oil ring thickness. Replace oil ring together with compression rings.

PISTON RING END GAP INSPECTION
1. Insert each ring in cyl. bore and check end gap.
2. Install ring squarely in the bore to a point approx. (25mm) 1 in. down from the top of cylinder.

NOTE: Use piston to push it in to be sure it is square.
3. Check ring end gap with feeler gauge (A).

   End Gap (MAX)
   Top 0.7 mm (0.028 in.)
   2nd 0.7 mm (0.028 in.)

4. If the end gap of any ring is greater than MAX, replace the entire set of rings.

PISTON PIN AND PIN HOLE DIA. INSPECTION
- Measure outside diameter of piston pin (A) with a micrometer at several points.
- If piston pin diameter is smaller than MIN, replace piston pin.

<table>
<thead>
<tr>
<th>Piston Pin Dia. (MIN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.978 mm (0.8259 in.)</td>
</tr>
</tbody>
</table>

1. Measure inside diameter of piston pin hole in piston with an inside micrometer at several points.
2. If inside diameter exceeds MAX, replace piston.

<table>
<thead>
<tr>
<th>Piston Pin Hole Dia. (MAX)</th>
</tr>
</thead>
<tbody>
<tr>
<td>21.028 mm (0.8279 in.)</td>
</tr>
</tbody>
</table>

To Analyze Piston Wear:
- Detonation can cause an extensive damage to piston, cyl. head, gasket or others. Detonation is abnormal combustion causing excessive temperature and pressure in the combustion chamber. Commonly called carbon knock, spark knock or timing knock, detonation occurs as the compressed fuel-air mixture ignites spontaneously to interrupt the normal ignition.
- Following is a list of possible cause for detonation:
  - Lean fuel mixture.
  - Low octane fuel.
  - Advanced ignition timing.
  - Engine lugging.
  - Build-up of carbon deposits on piston or cyl. head.
  - Wrong cyl. head or milling of head increasing compression ratio.
  - Poor cooling.

- Pre-ignition is the ignition of the fuel-air mixture prior to regular ignition spark. Pre-ignition causes internal shock, resulting in pinging, vibration, detonation and power loss. Severe damage to piston, rings and valves results from pre-ignition.

Check following for causes of pre-ignition:
- Internal carbon deposits.
- Incorrect spark plug.
- Broken ceramic in spark plug.
- Sharp edges on combustion chamber.
- Poor cooling.
• Check con-rod and piston alignment when piston shows a diagonal wear pattern extending across the skirt of piston. Contact with the cyl. wall on bottom of skirt at left (or right) and ring lands on right (or left).
• A cylinder bored at an angle to crankshaft can also cause improper ring contact with cylinder.
  This condition causes:
  • Rapid piston wear.
  • Uneven piston wear.
  • Excessive oil consumption.

CON-ROD INSPECTION

1. Clean and inspect bearing surface on con-rod and cap. Replace parts if scored.
2. Measure inside diameter of the small end of con-rod at several points by a telescoping gauge.

<table>
<thead>
<tr>
<th>Big End Inside Dia. (MAX)</th>
</tr>
</thead>
<tbody>
<tr>
<td>37.066 mm (1.4593 in.)</td>
</tr>
</tbody>
</table>

3. If inside diameter is greater than specified, replace con-rod.
4. Place con-rod cap over con-rod big end to align pilot grooves (A) on the cap and rod. Screw cap bolts and tighten bolts to the specified torque shown.

<table>
<thead>
<tr>
<th>Rod Cap Tightening Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>19 to 20 N-m (14 to 15 ft-lbs)</td>
</tr>
</tbody>
</table>

5. Measure the inside diameter of big end at several points by a telescoping gauge or inside micrometer.

To Analyze Con-Rod Wear:
• Check con-rod and cap for damage or unusual wear patterns.
• Lack of lubrication or improper lubrication can cause con-rod and cap to seize to crankshaft.
• When rod and cap seize to crankshaft, the con-rod and piston may both break causing other internal damage. Inspect the block carefully before rebuilding engine.
• Con-rod and crankshaft damage can result from:
  • Engine run low on oil or without oil.
  • Oil pump broken or damage.
  • Oil hole in con-rod plugged.
  • Oil not changed regularly.
  • Bearing cap installed incorrectly.
PISTON, PISTON RING, AND CON-ROD ASSEMBLY

1. Aligning match mark “MADE IN JAPAN” on the con-rod, install piston over con-rod.
2. Coat piston pin with a light film of oil. Insert pin through piston and con-rod.
3. Install retaining rings in each end of piston pin bore. Rings should be seated firmly in retainer grooves in piston.

CAUTION: Do not reuse the rings which was removed. Removal weakens, deforms the rings and could fall out and score the cyl. wall.

PISTON RING INSTALLATION

1. Be sure oil return holes are clean and carbon is removed from all grooves.
2. Use a ring expander to install rings as illustrated.
3. Make sure rings are installed as shown.
4. Install top and second rings with the markings facing up. (Oil ring steel rails have no “TOP” or “Bottom”.) After installation, rings should rotate freely in the grooves.
5. Space top and second ring end gaps 180 degrees apart.
6. Space side rail and gaps 180 degrees a part respectively. See Illust.

PISTON AND CON-ROD ASSY INSTALLATION

1. TO INSTALL RINGS TO PISTON:
   Place ring compressor (B) over piston with the projections (A) on compressor toward the top of piston. Push compressor down until it is flush with the top of piston. Tighten compressor with a wrench (C), then loosen slightly.

2. Coat the inside of cyl. bore with a light film of oil.
3. Align arrow mark (A) on piston head towards flywheel end and install con-rod and piston ass’y through the top of cyl. bore. Push piston into cyl. bore with a hammer handle.
4. Turn crankshaft gently and place crankpin in lowest position. Then further insert piston into cylinder while leading big end bearing surface to place above crankpin. Turn cyl. block upside down on bench.

5. Coat the inside of big end bearing surface and cap screws with a light film of oil.

6. Install rod cap (A) so assembly pilot groove (B) align and tighten cap screws (C) to the specified torque as shown.

Con-Rod Bolt Tightening Torque

19 to 20 N-m (14 to 15 ft-lbs)

CAUTION: Tighten rod screws securely. After tightening rod screws, con-rod should be able to move sideway on crankpin of shaft. A torque wrench must be used to prevent loose or overtight cap screws which may result in breakage and/or scoring of rod.
CRANKSHAFT AND CAMSHAFT REMOVAL

1. To remove crankshaft from cyl. block, remove rust or burrs from power take-off shaft end of crankshaft.
2. Lightly tapping the both ends near dowel alternately with a soft mallet, remove crankcase cover.
3. Turn cyl. block upside down on a bench.
4. Rotate crankshaft until timing marks on crankshaft gear and cam gear align.
5. Pull out the camshaft, then remove tappets.

NOTE: Align timing marks to prevent damage to tappets when removing camshaft. Mark tappets so they can be installed in their original guides during assembly.

6. Remove con-rod and piston. (See Section 8)
7. Rotate crankshaft gently until the crank pin positioned opposite side of cylinder bore.
8. Remove balancer guide.
9. Remove crankshaft.

CRANKSHAFT INSPECTION

1. Clean and inspect bearing surfaces on crankshaft for scored. Inspect crankshaft gear(s) for cracked, scored or broken teeth. Replace parts if necessary.
2. With a micrometer, measure both main journals at several points around journal circumference.

PTO Main Journal Dia. (MIN)
34.914 mm (1.3746 in.)

Mag. Side Journal Dia. (MIN)
34.945 mm (1.3757 in.)

• If journal diameter is less than MIN, replace crankshaft.
3. Measure con-rod big-end journal (A) at several point with a micrometer.

Con-Rod Big-End Journal Dia. (MIN)
36.934 mm (1.4541 in.)

If journal diameter is less than MIN, replace crankshaft.

4. Measure crankshaft link rod journals at several points with a dial-caliper.

Link Rod Journal Dia. (MIN)
53.951 mm (2.12406 in.)
• If journals diameter is less than MIN, replace crankshaft.

5. TO CHECK CRANKSHAFT ALIGNMENT: Place crankshaft into an alignment jig, rotate crankshaft slowly, and measure total indicated runout at locations shown.

   Dial indicator

   Turn crankshaft slowly

Run Out (TIR) (MAX)

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.05 mm (0.002 in.)</td>
<td></td>
</tr>
</tbody>
</table>

If total run out exceeds MAX, replace crankshaft.

• Crankshaft damage can result from:
  - Engine runs with low oil or without oil.
  - Oil dipper broken or damaged.
  - Oil hole in con rod plugged.
  - Oil not changed regularly.
  - Bearing cap installed incorrectly.

UNDER-SIZE CON-ROD

1. Con-rod journal can accept an under-size con-rod having 36.5 mm (1.437 in.) dia. Regrinding is required before using the under-size.

2. The final finishing diameter should be 36.48 to 36.467 mm (1.4362 to 1.4357 in.).

Under size dimensional spec.

D= 36.480 to 36.467 mm (1.4362 to 1.4357 in.)
R= 2.30 to 2.70 mm (0.09 to 0.11 in.)
B= 32.3 mm MAX (1.272 in. MAX)

NOTE: Finish should be very smooth; use a super finishing stone.

LINK ROD INSPECTION

1. Clean and inspect bearing surfaces on link rod. If the bearing surface of small end is scored or damaged, replace the rod. Scored or damaged big end bearing (bushing) must be replaced with a new bushing.

2. With a micrometer, measure both inside bearing surfaces at several points.

   Small End Inside Dia. (MAX)

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.059 mm (0.4748 in.)</td>
<td></td>
</tr>
</tbody>
</table>

• If the inside diameter exceeds MAX, replace the link rod.

   Big End (bushing) Inside Dia. (MAX)

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>54.121 mm (2.13074 in.)</td>
<td></td>
</tr>
</tbody>
</table>

• If the inside diameter is greater than MAX, replace bushing.

BUSHING REPLACEMENT

1. Place link rod on a bench plate (4) with radial oil-groove side up.

2. With a bearing driver (1), drive out bushing (2) as shown.

NOTE: Do not forget the direction of seam of the shell to reinstall new one.
CRANKSHAFT AND CAMSHAFT

BALANCER GUIDE INSPECTION
1. Clean and inspect bearing surface on the shaft for worn or damage, replace it if necessary.
2. Measure bearing surface diameter at several point, using a micrometer.

1. Bearing driver
2. Big end bushing
3. Link rod
4. Bench plate

3. Clean the parts in solvent thoroughly and dry them. Put a light coat of oil on a new bushing.
4. Re-install the bushing using an arbor press or bearing driver.
5. Press-in the bushing 0.5 mm (0.02 in.) below flange surface (3).

BALANCE WEIGHT INSPECTION
1. Clean and inspect bearing surface of bushing for worn or damage. Replace it, if necessary.
2. Wrist pins (A) are press fit on weight (B) strongly, and normally require no maintenance.
3. With a inside micrometer or telescoping gauge, measure bearing surface of bushing (C).

Bushin Inside Dia. (MAX)

26.097 mm (1.02744 in.)

• If inside diameter exceeds the MAX replace bushing.

Support Shaft Dia. (MIN)

25.927 mm (1.0208 in.)

• If shaft diameter is less than MIN, replace support shaft.

CAMSHAFT INSPECTION
1. Inspect camshaft for worn or broken teeth.
2. Measure with a micrometer, camshaft bearing surfaces and camlobes at point shown.
3. Replace camshaft if worn or damaged.

NOTE: Align oil hole on bushing and oil passage on weight, when installing service bushing.
NOTE: Radial oil-grooves of the link rods must be toward the outside of the crankwebs. Install balance weight to crankshaft with oil hole (7) facing flywheel side.

2. Cover key way on flywheel end of crankshaft with a tape to prevent seal damage when installing crankshaft.

3. Pack preferably high temperature grease into oil seals.


5. Align center hole of balance weight and support shaft hole in crankcase.

6. Install support shaft, O-ring and nuts.

7. Install con-rod and piston assembly. (See Section 8)

8. Install tappets in their respective guides from which they were removed.

NOTE: Push tappets all the way in to valve guides to prevent damage to tappets when installing camshaft.

Install governor shaft and snap pin by properly positioning the shaft, pin and projection-stopper as illustrated.
CRANKSHAFT AND CAMSHAFT

Rotate crankshaft until piston is positioned at top dead center. Install camshaft with timing mark (A) aligned with mark (B) on crankshaft gear.

CRANKCASE COVER INSTALLATION

1. Clean gasket surface and put a new gasket on crankcase cover.
2. Pack preferably high temperature grease into oil seal.
3. Lubricate crankshaft bearing in case cover with engine oil.
4. Check governor weights closed.

NOTE: To make the installation easier, align oil pump shaft convex with camshaft end groove.

5. Be sure to suitably set governor gear to be meshed with cam gear when installing crankcase cover.
6. Install crankcase cover and tighten cap screws down evenly by hand. Use a torque wrench and tighten screws in the sequence shown, and to the specified torque. Do not turn one screw down completely before the others, as it may cause a warped crankcase cover.

CRANKSHAFT END PLAY

1. Measure crankshaft end play with a dial indicator.
2. Install dial indicator (A) on crankshaft as shown. Move crankshaft in and out. End play must be 0.09 to 0.20 mm (0.035 to 0.0078 in.).

CRANKSHAFT END PLAY ADJUSTMENT

1. The end play should be 0.09 to 0.2 mm (0.0035 to 0.0078 in.) with the 0.5 mm (0.02 in.) gasket placed in-between crankcase cover and crankcase.
2. Check end play and adjust if necessary.
3. Measure depth (a); from crankcase cover mounting surface to PTO shaft bearing end as shown.
4. Measure depth (b); from crank gear end to crankcase gasket surface as shown.
5. Calculate (a—b), and select appropriately sized shim(s) from “Adjusting Shim Table” to correctly adjust end play.
6. Insert the shim(s) to PTO shaft and install crankcase cover.
7. Shim sizes (thickness) are provided in the range of 1.74 mm (0.0685 in.) to 1.18 mm (0.0464 in.) in 0.07 mm (0.0027 in.) increments as shown.
### Adjustment Shim

<table>
<thead>
<tr>
<th>Difference in depth : A-B</th>
<th>Part Number of Shim</th>
<th>Thickness of Shim</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.92 to 1.99 mm (0.0755 to 0.0748 in.)</td>
<td>92025-2153</td>
<td>1.74 mm (0.0685 in.)</td>
</tr>
<tr>
<td>1.85 to 1.92 mm (0.0728 to 0.0755 in.)</td>
<td>92025-2152</td>
<td>1.67 mm (0.0657 in.)</td>
</tr>
<tr>
<td>1.78 to 1.85 mm (0.0700 to 0.0728 in.)</td>
<td>92025-2151</td>
<td>1.60 mm (0.0629 in.)</td>
</tr>
<tr>
<td>1.71 to 1.78 mm (0.0673 to 0.0700 in.)</td>
<td>92025-2150</td>
<td>1.53 mm (0.0602 in.)</td>
</tr>
<tr>
<td>1.64 to 1.71 mm (0.0645 to 0.0673 in.)</td>
<td>92025-2149</td>
<td>1.46 mm (0.0574 in.)</td>
</tr>
<tr>
<td>1.57 to 1.64 mm (0.0618 to 0.0645 in.)</td>
<td>92025-2148</td>
<td>1.39 mm (0.0547 in.)</td>
</tr>
<tr>
<td>1.50 to 1.57 mm (0.0590 to 0.0618 in.)</td>
<td>92025-2147</td>
<td>1.32 mm (0.0519 in.)</td>
</tr>
<tr>
<td>1.43 to 1.50 mm (0.0562 to 0.0590 in.)</td>
<td>92025-2146</td>
<td>1.25 mm (0.0492 in.)</td>
</tr>
<tr>
<td>1.36 to 1.43 mm (0.0536 to 0.0562 in.)</td>
<td>92025-2145</td>
<td>1.18 mm (0.0464 in.)</td>
</tr>
</tbody>
</table>
CYLINDER BLOCK INSPECTION AND REPAIR

Visually inspect cyl. block, whenever engine is disassembled, to see if there are any cracks, stripped bolt holes, broken fins, or cyl. wall is scored.

- Use an inside micrometer, or telescoping gauge and micrometer to determine the size of cyl. bore. Measure parallel with crankshaft and at right angles to crankshaft at top, center and bottom of ring travel.
- If cyl. bore is more than the wear tolerance and/or the out of round, it must be resized.

Cylinder Bore Wear Tolerance (MAX)

<table>
<thead>
<tr>
<th>Wear Tolerance</th>
<th>MAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.076 mm</td>
<td>(0.003 in.)</td>
</tr>
</tbody>
</table>

Out of Round Cylinder Bore (MAX)

<table>
<thead>
<tr>
<th>Tolerance</th>
<th>MAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.063 mm</td>
<td>(0.0025 in.)</td>
</tr>
</tbody>
</table>

Standard Bore Size Dia.

<table>
<thead>
<tr>
<th>MAX</th>
<th>MIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>89.000 mm (3.5039 in.)</td>
<td>88.980 mm (3.5031 in.)</td>
</tr>
</tbody>
</table>

TO RESIZE Bore to Next Oversize:
Always resize to exactly 0.25mm (0.010 in.) or 0.50mm (0.02 in.) or 0.75mm (0.03 in.) over standard size as shown in table.
If this is done accurately, the stock oversize rings and pistons will fit perfectly and proper clearances will be maintained.

- Resize cyl. bore can be done by an authorized repair shop or by using a drill press and honing tool. Use a stone recommended by the hone manufacturer to produce the correct cyl. wall finish.

1. MACHINE THE BORE first according to the allowance table below.

<table>
<thead>
<tr>
<th>Over size</th>
<th>Bore Dia.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.25 mm</td>
<td>89.23 to 89.21 mm (3.5139 to 3.5122 in.)</td>
</tr>
<tr>
<td>0.50 mm</td>
<td>89.48 to 89.46 mm (3.5228 to 3.5220 in.)</td>
</tr>
<tr>
<td>0.75 mm</td>
<td>89.73 to 89.71 mm (3.5327 to 3.5319 in.)</td>
</tr>
</tbody>
</table>

2. TO FINISH THE BORE: Select and use a suitable stone (normally driven by a drill press)

CAUTION: Allow for a shrinkage (from the final size) of 0.006 to 0.008mm (0.00024 to 0.00031 in.) which will occur when engine cools down.

<table>
<thead>
<tr>
<th>Over size</th>
<th>Final Bore Size Dia.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.25 mm</td>
<td>89.230 to 89.250 mm (3.51378 to 3.51399 in.)</td>
</tr>
<tr>
<td>0.50 mm</td>
<td>89.480 to 89.500 mm (3.52283 to 3.52362 in.)</td>
</tr>
<tr>
<td>0.75 mm</td>
<td>89.730 to 89.750 mm (3.53268 to 3.53346 in.)</td>
</tr>
</tbody>
</table>

(1) Clean cylinder at top and bottom to remove burrs and pieces of base and head gasket.
(2) Anchor cyl. block on drill press table before honing.
(3) Align center of the cyl. bore to drill press center. Set the press to operate from 200 to 250 rpm.
(4) Connect drive shaft to hone and set stop on drill press so hone can only extend 20 to 25 mm (3/4 to 1 in.) from the top or bottom of cylinder.
(5) Rotate adjusting nut (knob) on hone with finger or small screw driver until stones contact snugly against cyl. wall at narrowest point. DO NOT FORCE.
(6) Turn stone by hand. If you cannot turn it, hone is too tight. Loosen hone until it can be turned by hand.
CAUTION: Be sure cylinder and hone are centered and aligned with drive shaft and drill spindle.

(7) Coat inside of cylinder with honing oil. Start drill press. Move hone up and down in cylinder approx. 20 cycles-per-minute.
(8) Check diameter of cylinder regularly during honing, using an inside micrometer.

WARNING: Stop drill press before measuring, and remove hone from cylinder.

CAUTION: Finish should have a 40 to 60 degree cross-hatch pattern. Do not use solvent or gasoline.

(9) Clean cylinder thoroughly. Use soap, warm water and clean rags. Clean cyl. wall for a “white glove” inspection. A clean white rag should not show soil from the cyl. wall.
(10) Dry cylinder and coat with engine oil.

CAUTION: Cylinder must be thoroughly cleaned after honing to eliminate all grit.

BALL BEARING REMOVING

Ball bearings are press-fit into crankcase and case cover.

1. Remove oil seals on crankcase. Oil seal should not be reused once removed.
2. Place crankcase on a bench with oil seal side up.
3. Using a bearing driver, drive out bearings as shown.

BALL BEARING INSPECTION

1. Clean bearing in high flash point solvent thoroughly and dry it.
2. Spin bearing by hand and check for play. Replace bearing if it is noisy, or does not smoothly spin, or has excessive play.

PLAIN BEARING INSPECTION

- The camshaft bearings and PTO journal bearing are cast with the cyl. block and covers.
- Cylinder block and covers should be replaced if scored or worn.

1. Measure camshaft bearing on block with an inside micrometer or telescoping gauge.
10-3 CYLINDER BLOCK AND BEARING

Camshaft Bearing Inside Dia. (MAX)

<table>
<thead>
<tr>
<th>Dia (mm)</th>
<th>Dia (in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.068</td>
<td>0.6326</td>
</tr>
</tbody>
</table>

- Replace cyl. block, if inside diameter exceeds MAX.

2. Measure PTO and camshaft bearings on covers with an inside micrometer or telescoping gauge.

PTO Bearing Inside Dia. (MAX)

<table>
<thead>
<tr>
<th>Dia (mm)</th>
<th>Dia (in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>35.061</td>
<td>1.3804</td>
</tr>
</tbody>
</table>

Camshaft Bearing Inside Dia. (MAX)

<table>
<thead>
<tr>
<th>Dia (mm)</th>
<th>Dia (in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.071</td>
<td>0.7902</td>
</tr>
</tbody>
</table>

- Replace crankcase cover or oil pump cover, if inside diameter exceeds MAX.

BALL BEARING INSTALLATION

1. Clean cylinder/crankcase and the cover in high flash point solvent thoroughly and dry.
2. Put a light coat of oil on bearing surface.
3. Press-fit ball bearing into cylinder/crankcase and the cover with an arbor or bearing driver.

OIL SEAL REPLACEMENT (PTO SIDE)

1. Remove old oil seals by tapping them out with a screw-driver or punch from the inside.
2. Pack preferably high temperature grease into a new oil seal.
3. Press-in oil seal with sharp edge of oil seal lip toward inside of engine. (Dust seal lip outside.)
4. For flywheel side, press-in oil seal to be flush with housing.
5. For PTO side, press-in oil seal 0.5 mm (0.02 in.) below outside end most face of PTO bearing.
ELECTRIC STARTER AND CHARGE

STARTER MOTOR CIRCUIT

The starter motor circuit includes the engine switch, starter solenoid, battery and starter motor. When the engine switch is turned to “II” (START) position (See Wiring Diagram), a small amount of current flows through the switch and the solenoid. This current magnetizes the solenoid core, which then pull the plunger to it, closing solenoid contacts complete a circuit for the starter motor, and the starter armature rotates. At the same time plunger pull the shift lever end.

The pinion linked to the other end of the lever slides on the armature shaft, engaging the pinion with flywheel ring gear. As engine fires and speed up, starter armature is overrun, causing pinion to disengage. The key switch is returned to “I” (ON) position, cutting off the cranking system.

Starter motors used on FB46OV are a Bendix type and shift lever type.

CAUTION: Because of a large amount of current, never hold engine switch in START position if starter motor will not turn over, or current may burn out starter motor windings.

Wiring Diagram

Bendix-Type (FB46OV-AS Model)

Shift Lever-Type (FB46OV-BS Model)

STARTER SYSTEM CHECK

If a starting problem occurs, check engine thoroughly to be sure engine is not the cause of the problem. It is a good practice to remove spark plug and rotate crankshaft by hand, to be sure it rotates freely. Any belt, clutch or other load of this nature will affect cranking performance. The Trouble Shooting (1-17) table should aid you in diagnosing problems.

If a starting problem occurs, check engine thoroughly to be sure engine is not the cause of the problem. It is a good practice to remove spark plug and rotate crankshaft by hand, to be sure it rotates freely. Any belt, clutch or other load of this nature will affect cranking performance. The Trouble Shooting (1-17) table should aid you in diagnosing problems.
STARTER MOTOR CHECK

A performance test of starter motor can be made in the following manner.

Needed for the test are:
- A tachometer capable of reading 20,000 rpm.
- A 12V 32Ah (or more) battery.
- An ammeter capable of reading 200 amperes.

**WARNING:** Battery electrolyte is poisonous and corrosive. It is injurious to eyes, skin and clothing. Handle it carefully. If electrolyte is spilled, flush immediately with a solution of one part baking soda to four parts water.

1. Connect starter motor, battery and ammeter as shown in illust.

(Wiring diagram for performance test)

Start motor should not be loaded. The test should be quickly conducted, as the rating is 30 seconds.

2. Insert tachometer in the end of starter motor and activate starter motor. A starter motor in good condition will be within the following spec.

**Bendix Type (FB460V-AS Model)**
- Terminal voltage: 12 V
- Starter motor rpm: 7,000 rpm (MIN)
- Current draw (A): 60 A (MAX)

**Shift Lever Type (FB460V-BS Model)**
- Terminal voltage: 11.5 V
- Starter motor rpm: 6,000 rpm (MIN)
- Current draw (A): 50 A (MAX)

If not, check for the following and correct if necessary:
- A binding or seizing condition in the starter motor bearings.
- Starter motor brushes sticking in brush holders.
- A dirty or worn armature commutator or brushes.
- A shorted, open, or grounded armature or field coil.
- A defective starter motor switch.

STARTER SOLENOID TEST

Use the same procedure for starter relay test for the Bendix starter and shift lever starter.

1. Disconnect lead (A) to starter motor as shown.

2. Measure the continuity of solenoid when activated.

3. Set a multimeter selector switch to Rx1Ω position and connect leads across the large terminals.

4. Turn engine switch to START and read the meter.
- If solenoid does not click or if the meter reads more than continuity, solenoid is faulty. Replace it.
- If solenoid makes a single clicking sound, the meter read continuity, and pinion gear moves outward (shift lever solenoid only), solenoid and the rest of the starter circuit are good.
- If solenoid clicks once but the meter does not read continuity, solenoid is faulty. Replace it.
- If solenoid does not click at all, proceed with the following.

5. Disconnect lead (BW) and set multimeter to Rx1Ω position and connect leads as shown.

- If the meter does not read close to continuity, solenoid is faulty. Replace it.
- If the meter reads close to continuity, solenoid may be good. Check the voltage to solenoid from engine switch.
- Set multimeter selector switch to 25VDC position and connect it as shown.

6. Turn engine switch to START and read the meter.
- If the meter reads battery voltage, the circuit is good. If solenoid would not click in the previous tests, it is faulty. Replace it.
- If the meter reads much less than battery voltage or no voltage at all, either the wiring or engine switch is faulty.

7. Test engine switch.
8. Inspect the wiring shown carefully for damaged or broken wires and replace as required.

For disassembly, follow the steps below.

1. Pinion stopper set (1)
2. Pinion ass'y (2)
3. Through bolts (14) and screws (15)
4. Rear cover (11)
5. Brush holder ass'y (7)
6. Brush (10) and brush springs (9)
7. Yoke ass'y (16)
8. Armature (16)
9. Thrust washers (5)
10. Front cover (11)
Measure commutator outside diameter at several points around diameter circumference, using a vanier caliper.

For disassembly, follow the steps below.

1. Nut (16)
2. Nuts and solenoid (14), (15)
3. Long bolts (13)
4. Rear cover (12)
5. Insulator (11)
6. Brush holder and spring (9), (10)
7. Yoke ass’y (9), (17)
8. Shift lever (6)
9. Armature (7)
10. Washer (2)
11. Stoppers and snap ring (3), (4)
12. Clutch ass’y (5)

STARTER MOTOR INSPECTION

1. Armature Inspection
   - Inspect surface of commutator.
   - If it has a scratch or is dirty, polish it with a piece of very fine emery paper (No.5000 to No.6000).

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Parts Name</th>
<th>Ref. No.</th>
<th>Parts Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front cover</td>
<td>10</td>
<td>Brush spring</td>
</tr>
<tr>
<td>2</td>
<td>Washer</td>
<td>11</td>
<td>Insulator</td>
</tr>
<tr>
<td>3</td>
<td>Stopper</td>
<td>12</td>
<td>Rear cover</td>
</tr>
<tr>
<td>4</td>
<td>Snap ring</td>
<td>13</td>
<td>Bolt</td>
</tr>
<tr>
<td>5</td>
<td>Clutch ass’y</td>
<td>14</td>
<td>Solenoid</td>
</tr>
<tr>
<td>6</td>
<td>Shift lever</td>
<td>15</td>
<td>Nut</td>
</tr>
<tr>
<td>7</td>
<td>Armature</td>
<td>16</td>
<td>Nut</td>
</tr>
<tr>
<td>8</td>
<td>Brush holder</td>
<td>17</td>
<td>Yoke ass’y</td>
</tr>
<tr>
<td>9</td>
<td>Brush</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Commutator Outside Dia. (MIN)

<table>
<thead>
<tr>
<th>Type</th>
<th>MIN Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bendix</td>
<td>32 mm (1.26 in.)</td>
</tr>
<tr>
<td>Shift lever</td>
<td>27 mm (1.10 in.)</td>
</tr>
</tbody>
</table>

Commutator Groove Depth (MIN)

<table>
<thead>
<tr>
<th>Type</th>
<th>MIN Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bendix</td>
<td>0.2 mm (0.01 in.)</td>
</tr>
<tr>
<td>Shift lever</td>
<td>0.2 mm (0.01 in.)</td>
</tr>
</tbody>
</table>

- If outside diameter is less than (MIN), replace armature.
- Measure depth of grooves between commutator segments.

1. Bad
2. Segment
3. Good
4. 0.2 mm (0.08 in.) limit
5. Insulating Material
- If grooves are shallower than (MIN), under cut insulating material to standard depth using a thin file.

**Standard Groove Depth**

<table>
<thead>
<tr>
<th></th>
<th>Bendix Type</th>
<th>Shift lever Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.5 to 0.8 mm (0.02 to 0.03 in.)</td>
<td>0.5 to 0.6 mm (0.02 to 0.023 in.)</td>
</tr>
</tbody>
</table>

- If grooves are only dirty, clean them carefully.
- Support armature in tail stock at each end of shaft as shown. Position dial indicator perpendicular to commutator. Turn armature slowly and read run-out on dial indicator.

**Commutator Run-Out (MAX)**

<table>
<thead>
<tr>
<th></th>
<th>Bendix Type</th>
<th>Shift lever Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.3 mm (0.012 in.)</td>
<td>0.4 mm (0.016 in.)</td>
</tr>
</tbody>
</table>

- If run-out is greater than (MAX), turn down commutator or replace starter motor.
- Set multimeter selector switch to R x 1Ω position and check resistance between each segment and all the others.

**Armature Winding Resistance (Ω)**

- If resistance is too high or even infinite, armature winding has an open circuit. Replace starter motor.
- Set multimeter selector switch to R x 1kΩ position and measure resistance between commutator and armature shaft.

**Commutator-to-Shaft Resistance (Ω)**

- If resistance is less than infinite, armature is shorted.
- Test armature windings for shorts.
- Place armature on a growler.
- Hold a thin metal strip (e.g., hack saw blade) on top of armature.

- Turn on growler and rotate armature one complete turn.
- If metal strip vibrates, windings are internally shorted to each other and starter motor must be replaced.

2. **Brush Length Check**

- Measure overall length of each brush.
11-6 ELECTRIC STARTER AND CHARGE

Brush Length (MIN)

<table>
<thead>
<tr>
<th>Type</th>
<th>Length (mm) (in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bendix Type</td>
<td>12 (0.47)</td>
</tr>
<tr>
<td>Shift lever Type</td>
<td>6 (0.24)</td>
</tr>
</tbody>
</table>

- If brushes are shorter than (MIN), replace them.

3. Brush Spring Check
- Inspect brush spring for damage. Replace springs if necessary.
- If brush spring are able to snap the brushes firmly into place, they may be considered serviceable. If they cannot, replace them.

4. Field Coil Check

4-1 Bendix-Type Starter Motor
- Set multimeter selector switch to R x 1Ω position and measure resistance between field coils' terminals (A).

Terminal-to-Terminal Resistance (Ω)

<table>
<thead>
<tr>
<th>Resistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
</tr>
</tbody>
</table>

- If resistance is greater than indicated above (no continuity), replace yoke assembly.
- Set multimeter selector switch to R x 1kΩ position and measure resistance between yoke (A) and one terminal of each coil (B).

Terminal-to-Yoke Resistance (Ω)

<table>
<thead>
<tr>
<th>Resistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
</tr>
</tbody>
</table>

- If resistance is greater than indicated above (no continuity), replace yoke ass'y.
- Set multimeter selector switch to R x 1kΩ position and measure resistance between positive brush (A) and starter motor yoke (B).
Positive Brush-to-Yoke Resistance (Ω)

If resistance is less than infinite, positive brush is horted to ground. Replace entire positive brush ass'y (C).

BRUSH HOLDER CHECK
(Bendix-Type only)
- Set multimeter selector switch to R x 1kΩ position and measure resistance between brush holder (A) and its base (B).

Positive Brush Holder-to-Ground Resistance (Ω)

If resistance is less than infinite, replace brush holder.

PINION CLUTCH INSPECTION
- Rotate pinion manually. While rotating pinion in direction of normal operation, smoothly reverse the direction of rotation to confirm that it locks.

• If any irregularity is noted, pinion clutch should be replaced.

STARTER MOTOR REASSEMBLY
- Reassembly is the reverse order of disassembly. Note the following points.
- Apply multi-purpose grease to:
  - Sliding surface of pinion and shaft's spline.
  - Dust seal lip.
  - Metal holding shaft at front and rear cover.
- Do not reuse retaining ring on shaft, which was removed. Removal weaken and deform the retaining ring.

Charging System
A charging system produces the current required to maintain the battery in good state of charge.
- The charging system consist of a flywheel magnet, charging coil (stater) and regulator. The charging coil output current is rectified (changed from AC to DC) and is maintained constant voltage for battery charging. Rated speed of AC generator is 3,350 rpm, and at lower speeds available output will be reduced relatively.

CHARGING SYSTEM CHECK
Be sure to perform more basic checks first such as;
1. Battery defective or not charged.
2. Eroded or loose terminals or connections.
3. Cracked insulation or broken wires.
4. Wire grounding out the system.
5. Defective switch.
- Condition Found (Battery Run Down) Check battery polarity. Negative (−) side of battery should be grounded to engine or frame (equipment), positive (+) side of battery to regulator charge lead. (See Illustration)
11-8 ELECTRIC STARTER AND CHARGE

If the wiring is reversed, regulator will be damaged.

AC generator

CHG monitor

Key SW.

CHG monitor

Regulator

CHG monitor

Key SW.

If voltage is less than specified, replace stater.

Regulator Resistance Measurement
- Remove all the wires from regulator.
- Set multimeter selector switch to R x 1 kΩ position.
- Connect tester leads to regulator connector terminals using the table below.
- The resistance value should be specified.

**OHM Meter Readings Connected Between**

<table>
<thead>
<tr>
<th>Test-</th>
<th>K.SW</th>
<th></th>
<th></th>
<th>CHG.M</th>
</tr>
</thead>
<tbody>
<tr>
<td>+</td>
<td>4kΩ ~ 20kΩ</td>
<td>200Ω</td>
<td>1kΩ ~ 5kΩ</td>
<td>1kΩ ~ 200kΩ</td>
</tr>
<tr>
<td>-</td>
<td>3kΩ ~ 15kΩ</td>
<td>200Ω</td>
<td>1kΩ ~ 5kΩ</td>
<td>1kΩ ~ 200kΩ</td>
</tr>
<tr>
<td>~</td>
<td>1kΩ ~ 5kΩ</td>
<td>200Ω</td>
<td>1kΩ ~ 5kΩ</td>
<td>1kΩ ~ 200kΩ</td>
</tr>
<tr>
<td>CHG</td>
<td>10kΩ ~ 50kΩ</td>
<td>1kΩ ~ 5kΩ</td>
<td>4kΩ ~ 20kΩ</td>
<td></td>
</tr>
</tbody>
</table>

(by KAWASAKI TESTER)

If resistance is not as specified, replace the regulator.

NOTE: Resistance value may vary with individual meters.

Out Put Test
- Start engine and allow it to warm up completely.
- Set multimeter selector switch to the 25V DC position. (Use KAWASAKI multimeter)
- Connect meter positive (+) lead to battery positive (+) terminal, and negative (-) meter lead to battery negative (-) terminal.
- Run engine at rated RPM (3,350 rpm), meter should show a minimum of 12 amps. If not, the system is defective and the components of the system should be checked.

Test Stater Out Put
- Start engine and allow it to warm up completely.
- Disconnect coupler from charging circuit.
- Connect voltmeter leads to stater lead terminals on coupler.
- Run engine at rated RPM (3,350 rpm). Output voltage should be as specified below.

Stater Unregulated Out Put (MIN)

<table>
<thead>
<tr>
<th></th>
<th>34.5 volts / 3,350 rpm</th>
</tr>
</thead>
</table>

If resistance is not as specified, replace the regulator.

- Disconnect coupler from charging circuit.
- Connect voltmeter leads to stater lead terminals on coupler.
- Run engine at rated RPM (3,350 rpm). Output voltage should be as specified below.
TROUBLESHOOTING

Engine fails to start.

- Does crankshaft rotate?
  - Yes
    - Does starter rotate?
      - Yes
        - Is operating sound produced out of starter's solenoid?
          - Yes
            - Is meshing of pinion and ring gear satisfactory?
              - Yes
                - Make connection between battery and M terminal of independent starter. Does motor run?
                  - Yes
                    - Faulty solenoid switch contact. Replace.
                  - No
                    - Replace motor (field coil or armature).
              - No
                - Faulty return spring for permanent deformation and check pinion for dragging.
                - Correct meshing of pinion and ring gear or replace pinion and/or ring gear.
          - No
            - Check pinion's roller clutch for damage, and replace if necessary.
            - Faulty solenoid switch. Replace.
    - No
      - Check battery charge and also check battery terminals for disconnection and corrosion.
      - Faulty
        - Charge or replace the battery.
        - Correct connection or corrosion at battery terminals.
      - Yes
        - Is meshing of pinion and ring gear satisfactory?
          - Yes
            - Check pinion's roller clutch for damage, and replace if necessary.
          - No
            - Faulty return spring for permanent deformation and check pinion for dragging.
            - Correct meshing of pinion and ring gear or replace pinion and/or ring gear.
      - No
        - Check battery charge and also check battery terminals for disconnection and corrosion.
  - No
    - Check battery charge and also check battery terminals for disconnection and corrosion.

- Is rotation normal?
  - Yes
    - Check if viscosity of engine oil is satisfactory.
      - Yes
        - Motor fails to stop even when key switch is turned to OFF position.
      - No
        - Inspect interior of engine.
      - Faulty
        - Charge or replace the battery.
        - Correct connection or corrosion at battery terminals.
  - No
    - Check ignition system and fuel system.
      - Yes
        - Motor fails to stop even when key switch is turned to OFF position.
      - No
        - Repair or replace key switch or solenoid switch.
        - Faulty
          - Charge or replace the battery.
          - Correct connection or corrosion at battery terminals.

- Does starter rotate?
  - Yes
    - Is operating sound produced out of starter's solenoid?
      - Yes
        - Is meshing of pinion and ring gear satisfactory?
          - Yes
            - Make connection between battery and M terminal of independent starter. Does motor run?
              - Yes
                - Faulty solenoid switch contact. Replace.
              - No
                - Replace motor (field coil or armature).
          - No
            - Check pinion's roller clutch for damage, and replace if necessary.
            - Faulty solenoid switch. Replace.
      - No
        - Check pinion's roller clutch for damage, and replace if necessary.
        - Faulty return spring for permanent deformation and check pinion for dragging.
        - Correct meshing of pinion and ring gear or replace pinion and/or ring gear.
        - Check battery charge and also check battery terminals.
        - Faulty
          - Charge or replace the battery.
          - Correct connection or corrosion at battery terminals.
        - Yes
          - Is meshing of pinion and ring gear satisfactory?
            - Yes
              - Make connection between battery and M terminal of independent starter. Does motor run?
                - Yes
                  - Faulty solenoid switch contact. Replace.
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RECOIL STARTER DISASSEMBLY

1. Pull handle out about 10 to 12 inches or until notch (A) in pulley is near rope hole. Hold rope in place with knot (B).

2. Pry knot out of handle and untie it. Pull handle off rope.

3. While carefully holding rotating parts with one hand, untie knot (B) with the other.

4. Pull rope in through rope hole (A) in housing and hold it in notch (B) in reel (C).

5. Allow spring tension slowly to unwind recoil mechanism.

CAUTION: Do not let the rope wedge between the reel and the housing.

6. Remove bolt (A) and ratched cover (B).

7. Remove pawls (A) and spring (B).

8. Remove reel.

WARNING: Be careful that spring does not fly loose and injure you. It is under great pressure. Turn reel one-quarter turn counterclockwise past the rest position where no tension can be felt. Now, slowly lift reel straight up out of housing.

NOTE: There should be no spring tension on reel when removing reel. If tension is felt, push reel back into place and gently “wiggle” it until reel may be easily removed.

9. If necessary, remove spring.

RECOIL STARTER REASSEMBLY

Assembly is reverse of disassembly. Note the following points.
If spring was removed, it must be installed as shown. If it is not installed correctly, starter will not operate properly.

**WARNING:** Spring must be put under great pressure during installation. Wear gloves to avoid injury.

1. Lightly grease spring (A).

If rope was unwound from reel, it must be wound clockwise (as shown) for correct starter operation.

- Install coil spring (A), ratched cover (B) and tighten bolt (C).

- Rotate reel three turns counterclockwise to preload the spring.
- Pull rope in through rope hole in housing and install handle.

**RECOIL STARTER INSPECTION**

- Disassemble recoil starter.
- Immerse only metal parts in a bath of high flash-point solvent.

**CAUTION:** Do not clean any non-metallic parts in solvent as they may be damaged.

- Use compressed air to dry cleaned components.
- Check starter pawls for chips or excessive wear.
- Check starter rope for excessive wear or fraying.
- Check condition of recoil spring and ratched cover spring.
- Inspect springs for breaks, rust, distortion, or weakened condition.