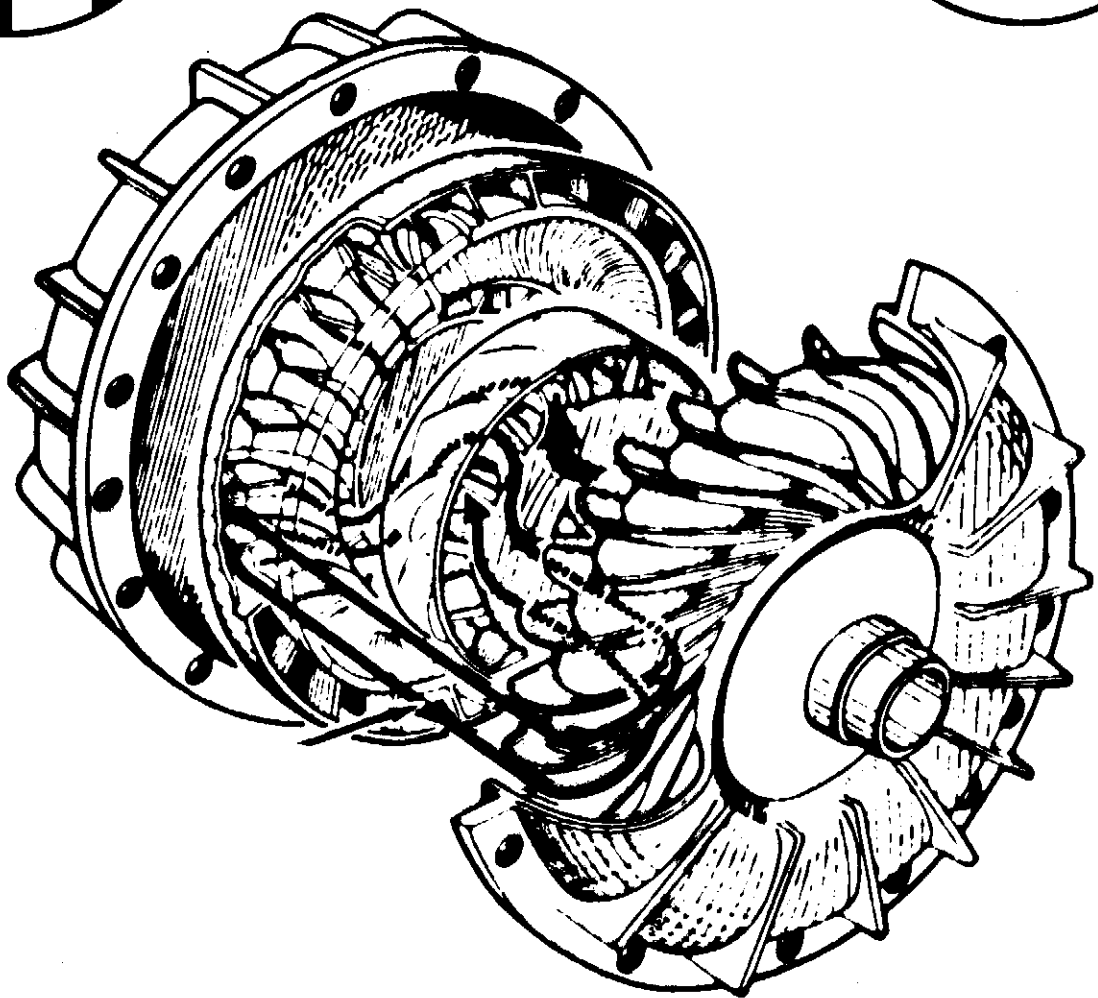
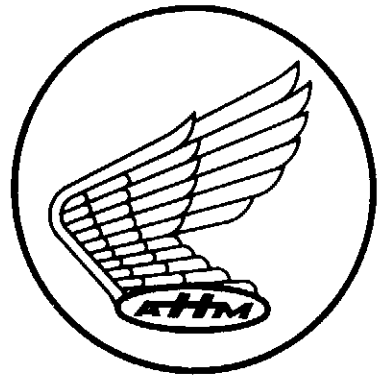
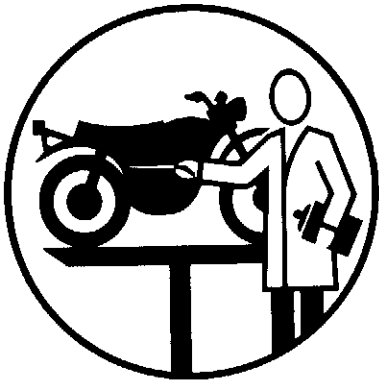


# HONDA



'76

# UPDATE

# NOTE

THE INFORMATION CONTAINED IN THE FOLLOWING PAGES IS INTENDED TO GIVE THE TECHNICIAN A PRE-SERVICE GUIDELINE. AT THE DATE OF THIS PRINTING, TECHNICAL SPECIFICATIONS WERE NOT FINALIZED AND, THEREFORE, ARE SUBJECT TO CHANGE.

AMERICAN HONDA MOTOR CO., INC.  
MOTORCYCLE SERVICE EDUCATION

DECEMBER 19, 1975

UPDATE '76  
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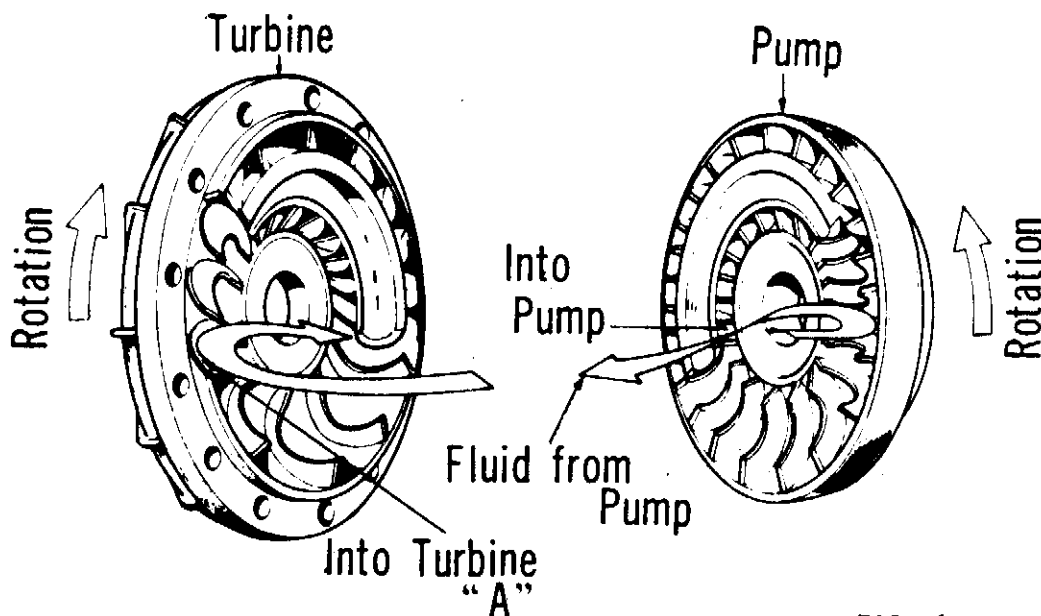
## FLUID COUPLING

### PRINCIPLES

THE FLUID COUPLING IS USED EITHER WITH A CONVENTIONAL CLUTCH AND TRANSMISSION OR AS A PART OF AN AUTOMATIC TRANSMISSION IN WHICH CASE IT MAY REPLACE THE CLUTCH. A GOOD EXAMPLE OF THE TYPE OF DRIVE SYSTEM IS THE ACTION OF TWO ELECTRIC FANS FACING EACH OTHER. ONE WITH POWER ON AND THE OTHER WITH POWER OFF. AS THE SPEED OF THE POWER DRIVEN FAN IS INCREASED, THE FLOW OF AIR TRANSMITS POWER TO THE MOTIONLESS FAN AND IT BEGINS TO ROTATE.

THE FREE RUNNING FAN GAINS SPEED UNTIL IT IS ROTATING ALMOST AS RAPIDLY AS THE POWER DRIVEN FAN. THE SAME ACTION TAKES PLACE IN THE FLUID COUPLING, EXCEPT OIL IS USED IN PLACE OF AIR TO TRANSMIT POWER.

WITH THAT BASIC PRINCIPLE IN MIND, LET'S GO ONE STEP FURTHER AND DISCUSS THE BASICS OF TORQUE CONVERTERS.



IN SOME RESPECTS, THE TORQUE CONVERTER IS LIKE THE FLUID COUPLING. IT HAS DRIVING AND DRIVEN MEMBERS WITH VANES. OIL IS PASSED FROM THE DRIVING TO THE DRIVEN MEMBER WHEN THE COUPLING IS IN OPERATION, THEREBY TRANSMITTING DRIVING FORCE TO THE DRIVEN MEMBER JUST AS IN OUR EXAMPLE OF THE TWO FANS FACING ONE ANOTHER. THE DRIVING MEMBER IS REFERRED TO AS THE PUMP AND THE DRIVEN MEMBER IS KNOWN AS THE TURBINE.

IN THE TORQUE CONVERTER, THE VANES ARE CURVED AND ADDITIONAL MEMBERS PROVIDE THE MEANS OF INCREASING TORQUE THROUGH THE UNIT. IN THE HONDAMATIC TORQUE CONVERTER, THE ADDITIONAL MEMBER, WHICH IS LOCATED IN BETWEEN THE PUMP AND THE TURBINE, IS KNOWN AS THE STATOR. IT IS THE CURVED VANES AND THE STATOR THAT PROVIDE THE MEANS OF INCREASING TORQUE THROUGH THE UNIT.

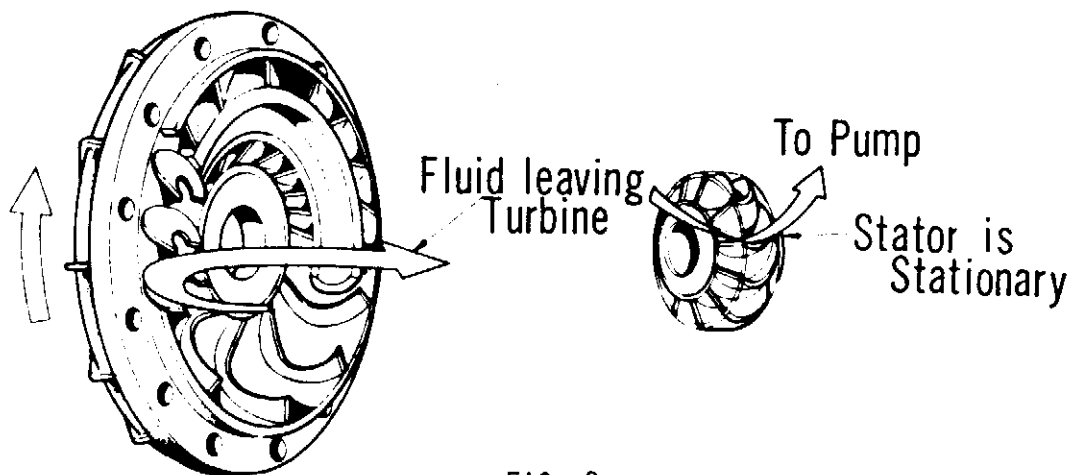


FIG. 2

THE PRIMARY ACTION OF THE TORQUE CONVERTER RESULTS FROM THE ACTION OF THE PUMP IN PASSING OIL AT AN ANGLE INTO THE BLADES OF THE TURBINE. THE OIL PUSHES AGAINST THE FACES OF THE TURBINE VANES, THEREBY TENDING TO CAUSE THE TURBINE TO ROTATE IN THE SAME DIRECTION AS THE PUMP. IF THE PUMP IS ROTATING MUCH MORE RAPIDLY THAN THE TURBINE, THE OIL ENTERS THE TURBINE AND PUSHES AGAINST THE TURBINE VANES WITH

GREAT FORCE. AS THE OIL PASSES AROUND AND THROUGH THE TURBINE, IT IMPARTS FORCE AGAINST THE TURBINE VANES ALL ALONG THE VANES. IT STILL HAS CONSIDERABLE ENERGY EVEN THOUGH PASSING THROUGH THE TURBINE HAS REVERSED ITS DIRECTION OF MOTION.

IF THIS REVERSED DIRECTION OF MOTION WERE NOT CHANGED, THE OIL WOULD RE-ENTER THE PUMP IN A DIRECTION OPPOSING PUMP ROTATION. THIS WOULD ACT AS A BRAKE ON THE PUMP CAUSING IT TO SLOW DOWN. HOWEVER, THE STATOR CHANGES THE DIRECTION OF THE OIL BEFORE IT CAN RE-ENTER THE PUMP, AVOIDING ANY LOSS OF POWER. IT IS THIS CHANGE OF DIRECTION THAT MOVES THE OIL TO A FORWARD OR HELPING DIRECTION BEFORE IT RE-ENTERS THE PUMP. THE RE-DIRECTION NOT ONLY ELIMINATES ANY LOSS OF POWER, BUT ADDS MORE PUSH TO THE TURBINE VANES.

IT IS THIS CONTINUOUS PASSING OF OIL BETWEEN THE PUMP AND THE TURBINE THAT PRODUCES MORE ENERGY OF MOTION. THIS ACTION CREATES TORQUE MULTIPLICATION AND IS SOMETIMES REFERRED TO AS SPIRAL FLOW.

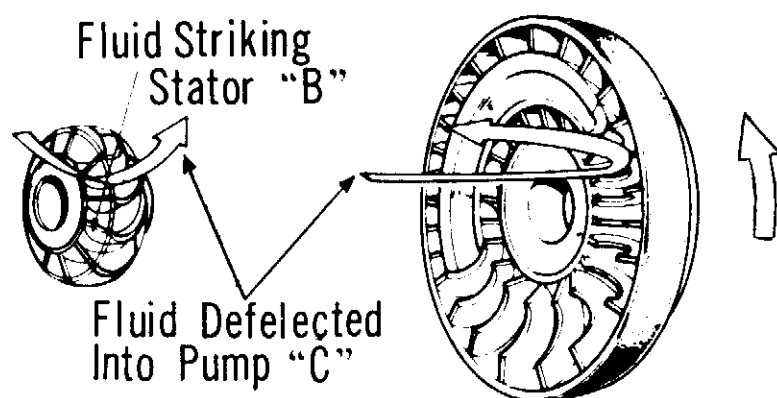


FIG. 3

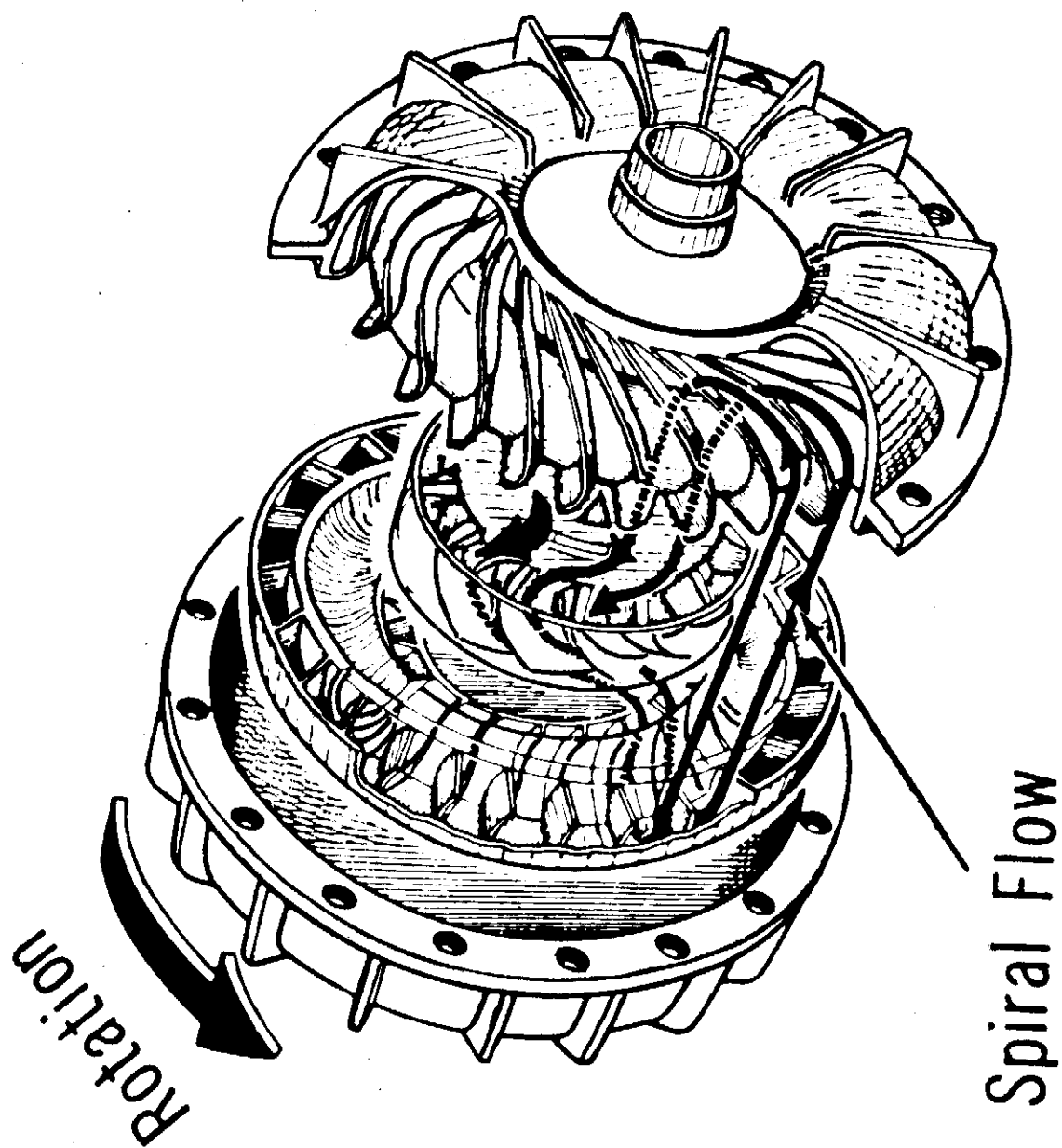


FIG. 4

THE FASTER THE FLUID FLOWS, THE GREATER THE TORQUE MULTIPLICATION. HOWEVER, AS THE TURBINE SPEED INCREASES, THE TORQUE MULTIPLICATION DECREASES UNTIL A VALUE OF 1 TO 1 IS ACHIEVED. AT THIS POINT, YOU WILL HAVE A SPEED RATIO OF 1 TO 0.83 BETWEEN THE PUMP AND TURBINE. THIS IS CALLED THE FLUID COUPLING POINT OR CLUTCH POINT. (NOTE - THE FLUID COUPLING BETWEEN THE PUMP AND STATOR IS 85.5% EFFICIENT, DUE TO INTERNAL HEAT AND FRICTIONAL LOSSES.)

WHEN THE TURBINE SPEED IS BELOW THE COUPLING POINT, THE TORQUE IS BEING MULTIPLIED BY THE CONVERTER.

THE FLUID WHICH LEAVES THE TURBINE STRIKES THE FRONT OF THE STATOR BLADES WITH CONSIDERABLE FORCE. AS LONG AS THE FLUID IS AGAINST THE FACE OF THE STATOR BLADES, THE ONE WAY CLUTCH IS LOCKED UP AND PREVENTS ROTATION IN THE REVERSE DIRECTION. THE HONDAMATIC TRANSMISSION UTILIZES THE REACTION OF THIS FORCE TO OPERATE THE REGULATOR VALVE BY ACTUATING THE REGULATOR VALVE DRIVE ARM. (SEE FIG. 5)

THE MOVEMENT OF THE REGULATOR VALVE SETTING RESULTS IN GREATER SYSTEM OIL PRESSURE TO BE PRODUCED AND, CONSEQUENTLY, GREATER HYDRAULIC FORCE IS APPLIED TO THE SELECTED CLUTCH PLATES TO PREVENT SLIPPING UNDER HIGH TORQUE LOADS.

IN ADDITION TO INCREASING LINE PRESSURE IN THE SYSTEM, THERE WILL BE AN INCREASE IN FLUID FLOW THROUGH THE TORQUE CONVERTER TO AID IN COOLING.

AS THE TURBINE SPEED INCREASES AND THE TORQUE REACHES 1 TO 1, THE FLUID FLOW WILL THEN STRIKE THE BACK OF THE STATOR VANES. THE STATOR WILL START TURNING WITH THE PUMP AND TURBINE AND RELEASE THE PRESSURE ON THE REGULATOR VALVE ARM. THE LINE OIL PRESSURE WILL RETURN TO NORMAL.



CONSTRUCTION OF THE VALVE SPRING CAP

AND

REGULATOR DRIVE ARM

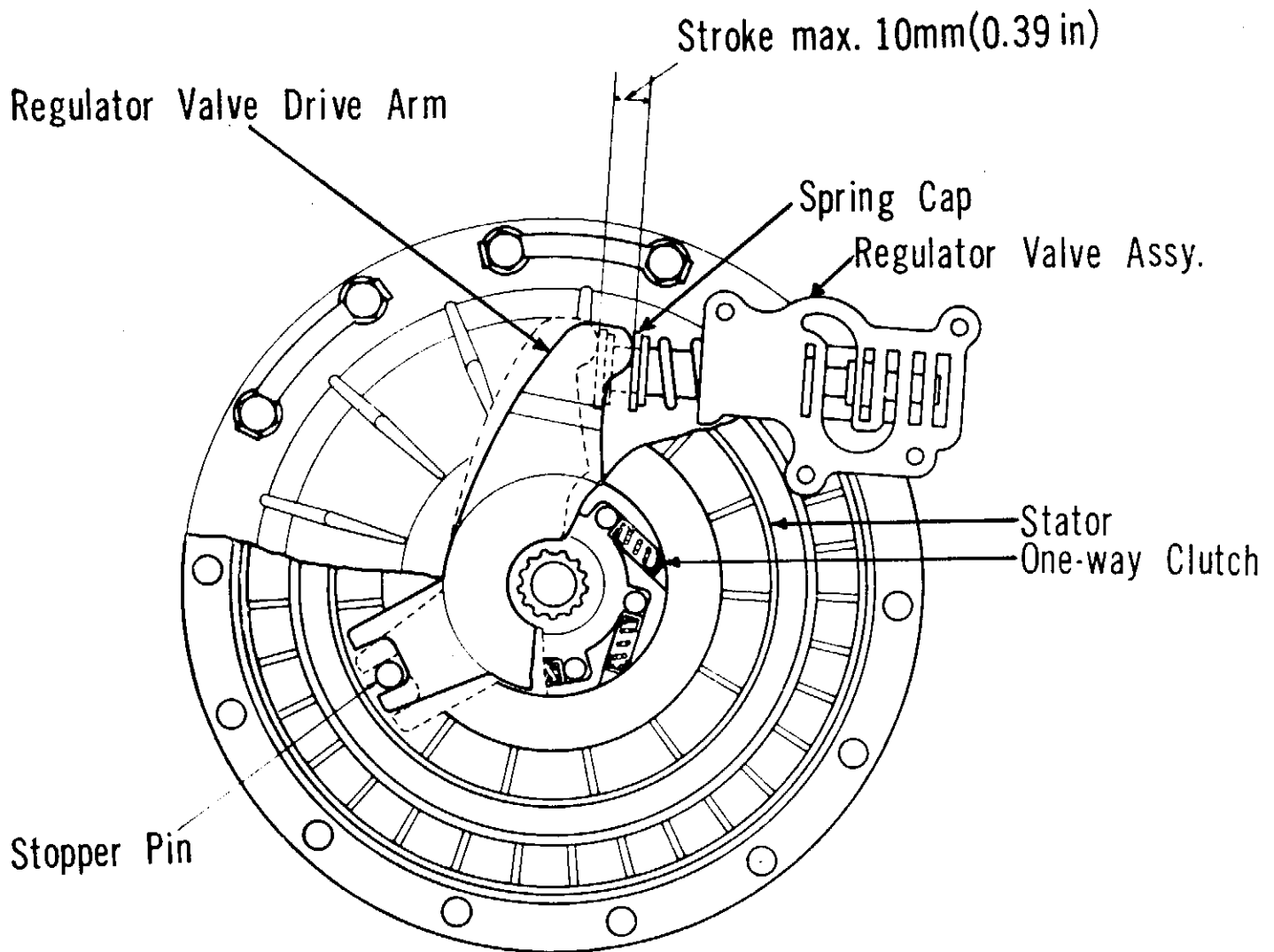


FIG. 5

### AT750 POWER FLOW

MECHANICAL POWER FLOW IS AS FOLLOWS: CRANKSHAFT DRIVE HY-VO CHAIN TO PRIMARY SHAFT ON WHICH IS MOUNTED OIL PUMP DRIVE GEAR AND CONVERTER DRIVE GEAR. CONVERTER DRIVEN GEAR TURNS CONVERTER PUMP. LOCATED BETWEEN THE PUMP DRIVE GEAR AND HIGH GEAR ON THE MAIN SHAFT IS A REGULATOR VALVE DRIVE ARM. THE OUTER SECTION OF CONVERTER (HOUSING) DRIVES THE MAIN SHAFT, TURNING HIGH GEAR, LOW GEAR CLUTCH PACK AND LOW GEAR. MESHED WITH THE MAIN SHAFT IS THE COUNTER SHAFT ON WHICH IS MOUNTED THE KICKSTARTER GEAR, C/S HIGH GEAR, HIGH GEAR CLUTCH PACK, LOW DRIVEN GEAR AND CHAIN SPROCKET.

WHEN KICKSTARTING THE ENGINE, THE K/S SHAFT TURNS THE STARTER GEAR ON THE COUNTER SHAFT. THIS, IN TURN, MESHES WITH THE PUMP DRIVEN GEAR, WHICH THEN TURNS THE PUMP DRIVEN GEAR ON THE PRIMARY SHAFT ROTATING THE ENGINE THROUGH THE PRIMARY CHAIN.

WITH THE ENGINE IN NEUTRAL AND RUNNING, THE CONVERTER WILL START TO MOVE, ROTATING THE MAIN SHAFT AND HALF OF THE LOW CLUTCH PACK ON THE MAIN SHAFT. SINCE THE HIGH GEAR SET IS MESHED DIRECTLY, IT ALSO TURNS AND ROTATES HALF OF THE HIGH CLUTCH PACK. THE LOW GEAR SET AND COUNTER SHAFT SPROCKET WILL NOT MOVE.

SHIFTING INTO "L" FROM NEUTRAL, TRANSMISSION OIL PRESSURE IS APPLIED TO THE LOW CLUTCH WHICH LOCKS UP. POWER NOW FLOWS FROM THE ENGINE AND PRIMARY SHAFTS AND DRIVES THE CONVERTER PUMP WHICH TURNS THE CONVERTER TURBINE. THE TURBINE ROTATES THE MAIN SHAFT, "L" CLUTCH AND LOW GEAR ON THE MAIN SHAFT. THIS IS MESHED TO LOW GEAR ON THE COUNTER SHAFT AND THE LEFT END OF THE C/S WITH THE SPROCKET NOW TURNS UNDER POWER (RIGHT END ALSO TURNS, BUT NO POWER IS TRANSMITTED).

SHIFTING INTO "D", PRESSURE IS RELEASED FROM "L" CLUTCH AND APPLIED TO "D" CLUTCH. HIGH GEAR ON THE MAIN SHAFT NOW DRIVES THE "D" CLUTCH WHICH DRIVES THE LEFT SIDE OF THE C/S AND TURNS THE CHAIN SPROCKET.

### AT750 FLUID FLOW

IN THIS HONDAMATIC TRANSMISSION, THERE ARE TWO OIL PUMPS: ONE FOR ENGINE PRESSURE AND ONE FOR TRANSMISSION PRESSURE. THE ENGINE PRESSURE SYSTEM IS SIMILAR TO OTHER 750'S, EXCEPT IT'S A WET SUMP INSTEAD OF A DRY SUMP. THE ENGINE OIL IS CIRCULATED THROUGH THE OIL DISTRIBUTION PLATE BELOW THE TRANSMISSION TO THE OIL FILTER AND THEN TO THE CRANKSHAFT BEARINGS, TOP END AND TRANSMISSION SHAFT BEARINGS. A PRESSURE RELIEF VALVE IS INCORPORATED IN THE OIL DISTRIBUTION PLATE.

THE TRANSMISSION OIL PICKS UP OIL THROUGH THE SAME STRAINER AS THE ENGINE OIL PUMP AND THEN CIRCULATES IT THROUGH THE OIL DISTRIBUTION PLATE TO THE SHIFT SELECTOR VALVE AND THE PRESSURE REGULATOR. THE PRESSURE REGULATOR, WHICH IS BOLTED TO THE OIL DISTRIBUTION PLATE, SERVES TWO FUNCTIONS: IT ACTS AS A BASIC PRESSURE REGULATOR FOR THE TRANSMISSION OIL SYSTEM TO COPE WITH CHANGES IN LINE PRESSURE DUE TO CHANGES IN ENGINE RPM OR OIL TEMPERATURE. IT ALSO REACTS TO INCREASED TORQUE LOAD DURING PERIODS WHEN TORQUE MULTIPLICATION OF THE TORQUE CONVERTER IS GREATEST. THIS INCREASES PRESSURE ON THE CLUTCHES TO KEEP THEM FROM SLIPPING. IT IS COMPOSED OF A BODY WITH OIL PASSAGES, A VALVE, THREE SPRINGS AND A CAP.

THERE ARE FOUR STAGES OF OPERATION. IN STAGE ONE (FIG. 6) THE ENGINE IS OFF, NO OIL PRESSURE, THE VALVE IS SEATED BY THE REGULATOR VALVE OUTER SPRING. IN THIS POSITION THE EXHAUST VALVES ARE CLOSED AND SO IS THE LINE FEEDING THE CONVERTER PREVENTING DRAIN BACK.

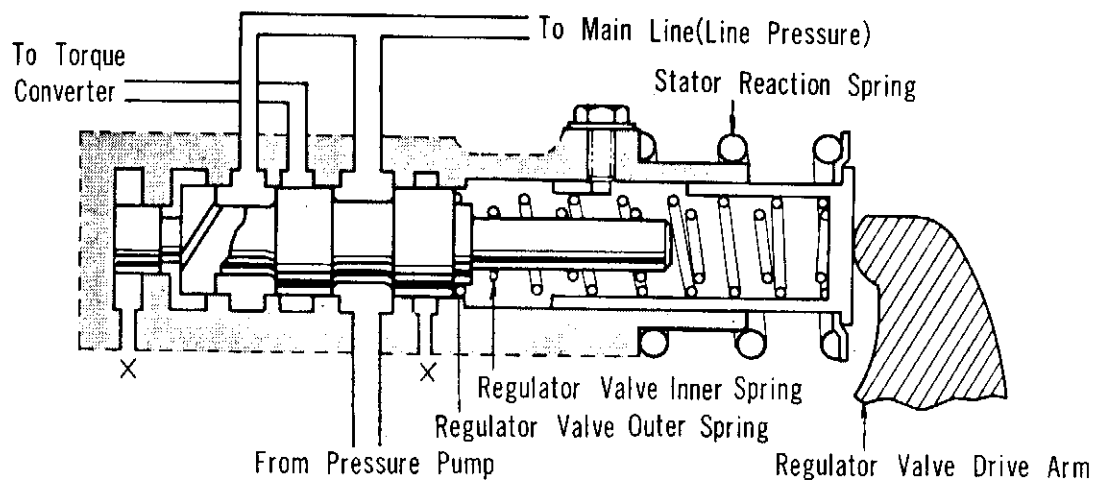


FIG. 6 (STAGE 1)

IN STAGE TWO (FIG. 7) THE ENGINE IS STARTED, LINE PRESSURE COMES UP AND ENTERS THE REGULATOR, FORCING THE VALVE AGAINST THE VALVE OUTER SPRING. THE VALVE MOVES TOWARD THE SPRING CAP, UNCOVERS THE CONVERTER FEED LINE AND ALLOWS OIL PRESSURE TO GO TO THE CONVERTER. AT LOW SPEEDS, THE CONVERTER RECEIVES THE EXCESS OIL ABOVE AND BEYOND WHAT THE REST OF THE SYSTEM NEEDS, SO THE OVERFLOW PORT IS STILL COVERED.

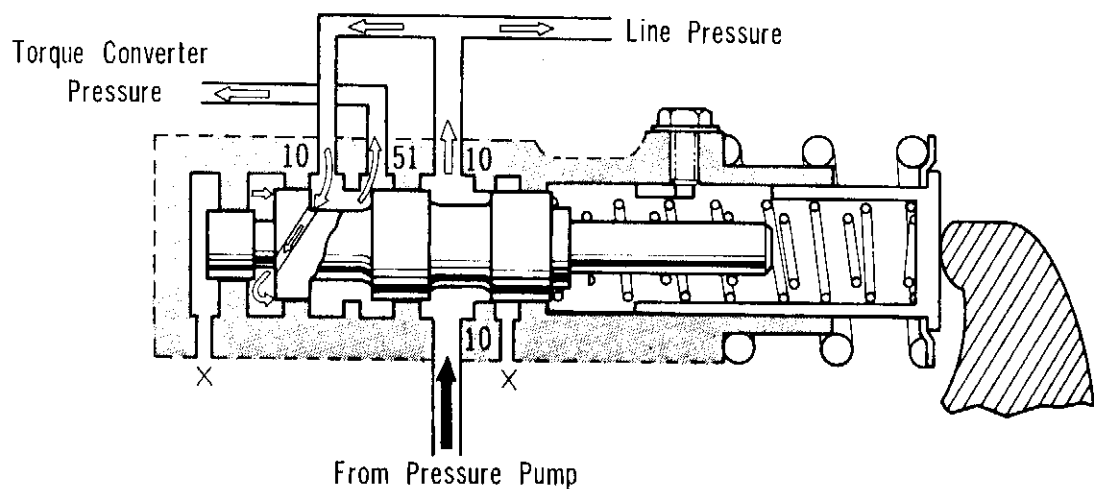


FIG. 7 (STAGE 2)

IN STAGE THREE (FIG. 8) THE ENGINE SPEED INCREASES AND BOTH OIL PRESSURE AND VOLUME RISE, THE VALVE MOVES FURTHER TO UNCOVER THE DISCHARGE PORT AND DUMPS EXCESS OIL BACK INTO THE SUMP, AFTER ALL OF THE OTHER HYDRAULIC COMPONENTS HAVE RECEIVED THE RIGHT AMOUNT OF OIL AT THE RIGHT PRESSURE.

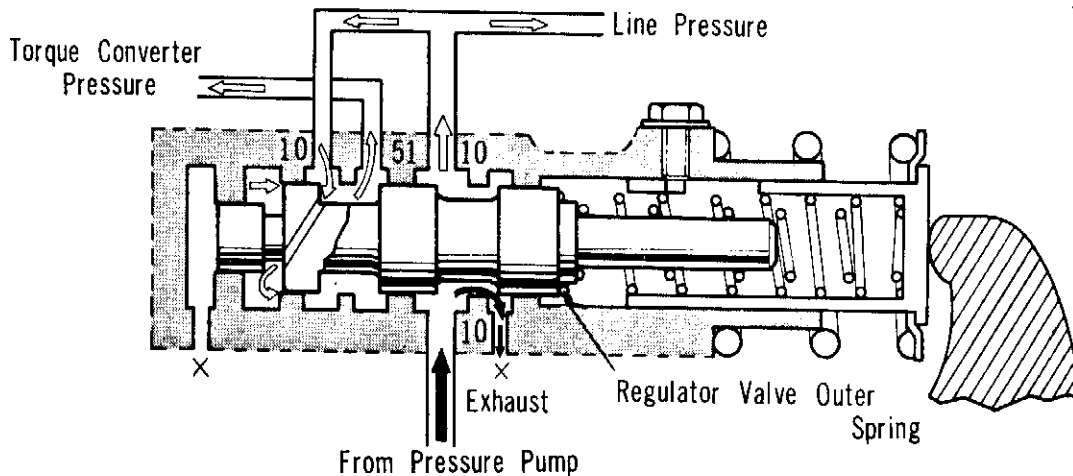


FIG. 8 (STAGE 3)

IN STAGE FOUR (FIG. 9) THE STATOR REACTION FORCE IS HIGH (TORQUE CONVERTER AT MAXIMUM MULTIPLICATION), SO THE REGULATOR VALVE ARM PUSHES ON THE SPRING CAP AND THE MAIN STATOR REACTION SPRING. WHEN THE STATOR REACTION FORCE IS HIGH ENOUGH TO OVERCOME THE STATOR REACTION SPRING, THE SPRING CAP MOVES, NOT ONLY INCREASING THE FORCE ON THE VALVE OUTER SPRING, BUT BRINGING THE INNER SPRING INTO ACTION. THIS SUBSTANTIALLY INCREASES THE NORMAL LINE PRESSURE TEMPORARILY TO WHAT IS KNOWN AS THE MAXIMUM (STALL) PRESSURE. FLUID LEAVING THE REGULATOR VALVES GOES TO THE TORQUE CONVERTER, INTO THE CAP AND DOWN THE MAIN SHAFT, OUT HOLES IN THE MAIN SHAFT TO FILL THE CONVERTER. EXCESS CONVERTER OIL FLOWS OUT BETWEEN THE SPLINES OF THE MAIN SHAFT, INTO THE CAP, OUT PAST A PISTON SHUTOFF VALVE AND BACK INTO THE SUMP.

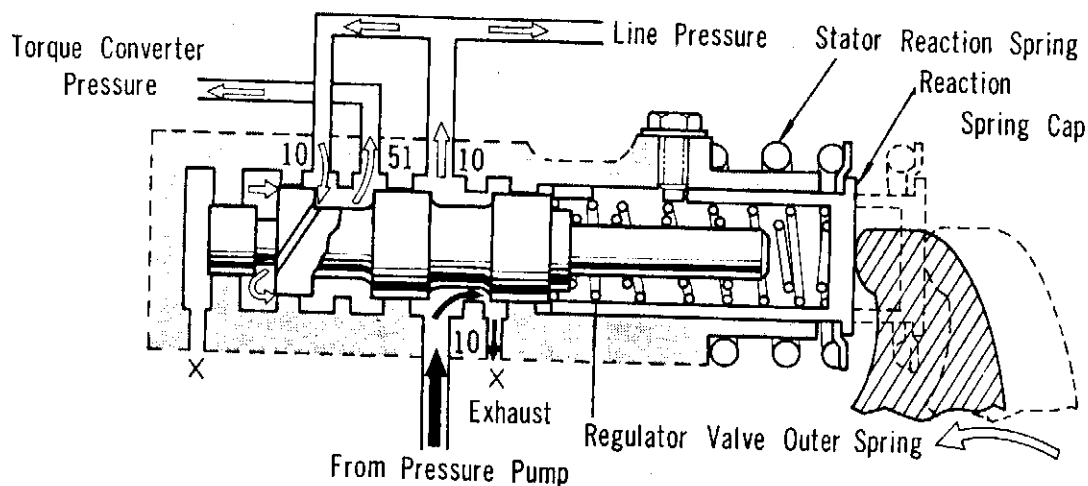


FIG. 9 (STAGE 4)

OIL FED TO THE SELECTOR VALVE BODY IS FED TO "L" CLUTCH OR "D" CLUTCH, DEPENDING ON SELECTOR VALVE POSITION. OIL FLOWING TO A CLUTCH GOES TO THE OIL DISTRIBUTION PLATE, THROUGH THE LOWER CRANKCASE AND UP A DRILLED PASSAGE TO THE CORRECT CLUTCH WHERE IT ENTERS THROUGH AN "O-RING" SEALED HOLE IN THE BEARING. OIL PRESSURE INSIDE THE CLUTCH PACKS WORKS ON A FLAT PLATE PISTON (SEE FIG. 10) WHICH PUSHES THE PLATES TOGETHER, THUS, ENGAGING "L" OR "D". WHEN PRESSURE IS RELEASED, A RELIEF VALVE IN THE PISTON (A FLAT STEEL SPRING VALVE) OPENS TO RELEASE ANY EXCESS OIL WHICH MAY BE IN THE CLUTCH PACK. THIS PREVENTS CENTRIFUGAL FORCE (CAUSED BY SPINNING THE OIL) FROM BUILDING UP PRESSURE AND ENGAGING THE CLUTCH AT HIGH SPEED. THE SELECTOR VALVE ITSELF IS DESIGNED TO OPEN THE PRESSURE LINE THAT FEEDS A PARTICULAR CLUTCH AND ALLOW IT TO DUMP BACK INTO THE SUMP WHEN THE CLUTCH IS RELEASED.

CLUTCH PISTON

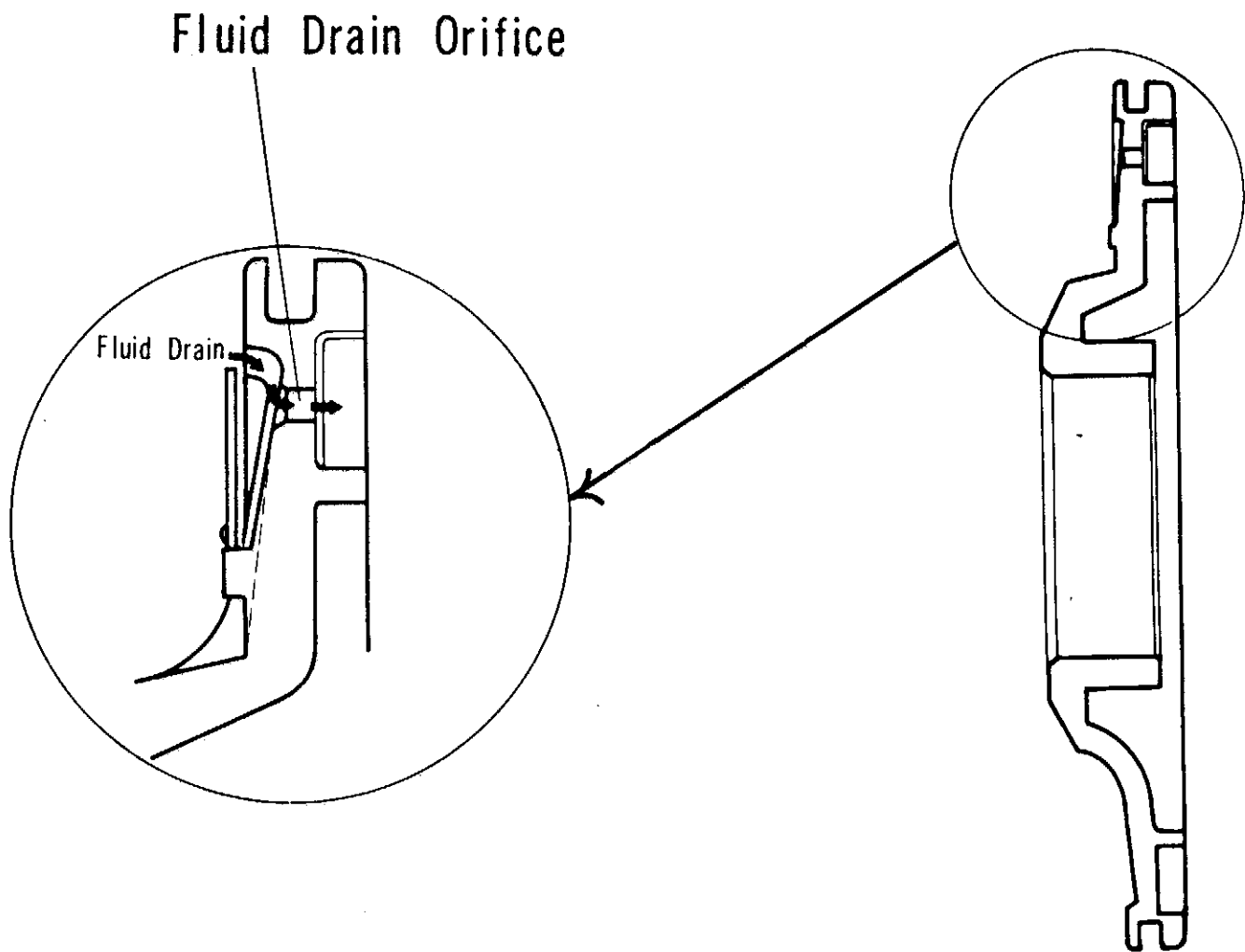


FIG. 10



## HONDAMATIC TERMS & DEFINITIONS

COUPLING POINT	THE POINT WHEN THE TURBINE IS TURNING AT A SPEED APPROXIMATELY 0.83 OF THE PUMP AND THE TORQUE RATIO OF THE TURBINE AND PUMP IS 1 TO 1. (ALSO REFERRED TO AS CLUTCH POINT)
STALL POINT	WHEN CONVERTER IS AT MAXIMUM TORQUE MULTIPLICATION. (TORQUE MULTIPLICATION IS EXPRESSED AS TORQUE RATIO)
FLUID COUPLING	A COUPLING IN THE POWER TRAIN THAT CONNECTS BETWEEN THE ENGINE AND OTHER POWER TRAIN MEMBERS THROUGH A LIQUID.
GEAR RATIO	THE RELATIVE SPEEDS AT WHICH TWO GEARS TURN; THE PROPORTIONAL RATE OF ROTATION.
OVER-RUNNING CLUTCH	A MECHANISM USED TO ALLOW A PART TO ROTATE IN ONE DIRECTION AND NOT THE OTHER.
CHECK VALVE	DEVICE TO STOP FLUID FLOW IN ONE DIRECTION.
REGULATOR VALVE	CONTROLS FLUID PRESSURE IN THE TRANSMISSION AND TORQUE CONVERTER.
SELECTOR VALVE	A MECHANISM FOR DIVERTING FLUID FLOW.
PUMP	DRIVING MEMBER OF THE TORQUE CONVERTER.
STATOR	VANED DEVICE USED TO CHANGE THE DIRECTION OF FLUID FLOW IN THE TORQUE CONVERTER.
TURBINE	DRIVEN MEMBER OF THE TORQUE CONVERTER.

TROUBLE PHENOMENON	DESCRIPTION OF DEFECT	PROBABLE CAUSES
ENGINE STARTS BUT WILL NOT DRIVE IN EITHER LOW OR HIGH RANGE	TORQUE CONVERTER DOES NOT ROTATE	A. DRIVE COUPLING DAMAGED B. TORQUE CONVERTER PUMP IMPELLER SPLINE DAMAGED
	NO LINE PRESSURE	A. LOW FLUID LEVEL B. PUMP IMPELLER OR IMPELLER SHAFT DAMAGED
	REGULATOR VALVE DEFECTIVE	A. WEAK OR BROKEN REGULATOR VALVE SPRING B. REGULATOR VALVE PISTON BLOCKED DUE TO FOREIGN OBJECT LODGED IN BORE
TORQUE CONVERTER ROTATES BUT NO FORWARD DRIVE	PRIMARY DRIVE SYSTEM DEFECTIVE	A. TORQUE CONVERTER PUMP HOUSING SPLINE DEFECTIVE B. PRIMARY DRIVE CHAIN DEFECTIVE
	LOW PRIMARY CLUTCH PRESSURE	A. PRIMARY CLUTCH OIL SEALS DEFECTIVE B. PRIMARY CLUTCH PISTON SEALS INNER AND OUTER DEFECTIVE C. MALFUNCTION OF PISTON RELIEF VALVE D. PRIMARY CLUTCH DRUM DAMAGED E. MAIN SHAFT OIL SEAL DEFECTIVE

CONT. - HONDAMATIC TRANSMISSION TROUBLESHOOTING CHART

TROUBLE PHENOMENON	DESCRIPTION OF DEFECT	PROBABLE CAUSES
POOR ACCELERATION AND/OR POOR CLIMBING PERFORMANCE	STALL SPEED IS HIGH	A. PRESSURE TO PRIMARY CLUTCH LOW B. PRIMARY CLUTCH DRIVEN PLATES WORN AND BURNED
POOR ACCELERATION AND/OR POOR CLIMBING PERFORMANCE	STALL SPEED IS LOW	A. ENGINE POWER IS INSUFFICIENT
	STALL PRESSURE IS LOW	A. REGULATOR VALVE STUCK POSSIBLY DUE TO FOREIGN OBJECT OR SCORED VALVE
	HIGH LINE PRESSURE	A. REGULATOR VALVE SPRING CAP STUCK
BUZZING NOISE IN "L" OR "D" RANGE	ERRATIC BUZZING NOISE AS THROTTLE IS APPLIED IN THE "L" OR "D" RANGE	A. TORQUE CONVERTER PUMP INOPERATIVE
MOTORCYCLE HAS MAXIMUM ACCELERATION OF ONLY 30 - 50 MPH		A. STATOR ASSEMBLED BACKWARDS IN TORQUE CONVERTER
ENGINE STALLS ON ACCELERATION		A. CHECK MANUAL SELECTOR VALVE B. CHECK FLUID LEVEL C. CHECK STALL RPM D. DEFECTIVE TORQUE CONVERTER ONE WAY CLUTCH

TEMPORARY CB750A SPECIFICATIONS

WHEEL BASE	1480 MM	58.3 IN.
SEAT HEIGHT	820 MM	32.3 IN.
GROUND CLEARANCE	135 MM	5.3 IN.
DRY WEIGHT	247 KG	544 LBS.

TYPE OF FRAME                      DOUBLE CRADLE

F. TIRE SIZE, TYPE, PRESSURE    3.50H19 (4PR) RIB PATTERN    2.0 KG/CM<sup>2</sup>    28 PSI

R. TIRE SIZE, TYPE, PRESSURE    4.50H17A (4PR) BLOCK PATTERN    2.25 KG/CM<sup>2</sup>    32 PSI

FUEL CAPACITY                      19 LIT.                              5.0 U.S. GAL.

FUEL RESERVE CAPACITY            4 LIT.                                1.1 U.S. GAL.

CASTER ANGLE                       62° 50' FROM HORIZONTAL

TRAIL LENGTH                       115 MM                               4.5 IN.

FRONT FORK OIL CAPACITY          145 - 155 CC

TYPE OF ENGINE                    AIR COOLED, 4-STROKE, O.H.C. ENGINE

CYLINDER ARRANGEMENT            FOUR CYLINDER IN LINE

BORE AND STROKE                   61 MM x 63 MM

DISPLACEMENT                     736 CC

COMPRESSION RATIO                8.6 : 1

CARBURETOR, VENTURI DIA.        FOUR SLIDE VALVE TYPE            24 MM

TRANSMISSION OIL CAPACITY       3.5 LIT.                              3.7 U.S. QT.