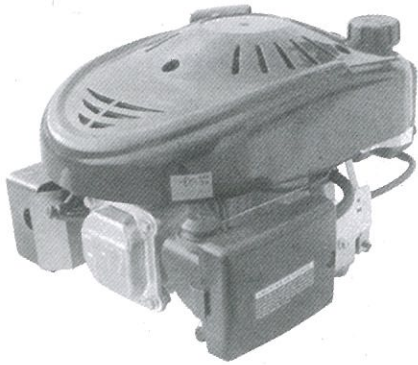


ENGINES

OWNER'S MANUAL



WARNING:



The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

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INTRODUCTION

Thank you for purchasing a our engine. We want to help you to get the best results from your new engine and to operate it safely. This manual contains information on how to do that; please read it carefully before operating the engine.

This manual should be considered a permanent part of the engine and should remain with the engine if resold.

Review the instructions provided with the equipment powered by this engine for any additional information regarding engine startup, shutdown, operation, adjustments or any special maintenance instructions.

SAFETY MESSAGES

Your safety and the safety of others is very important. We have provided important safety messages in this manual and on the engine. Please read these messages carefully.

A safety message alerts you to potential hazards that could hurt you or others. Each safety message is preceded by a safety alert symbol and on of three words, DANGER, WARNING, or CAUTION.

These signal words mean:



DANGER

You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.



WARNING

You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.



CAUTION

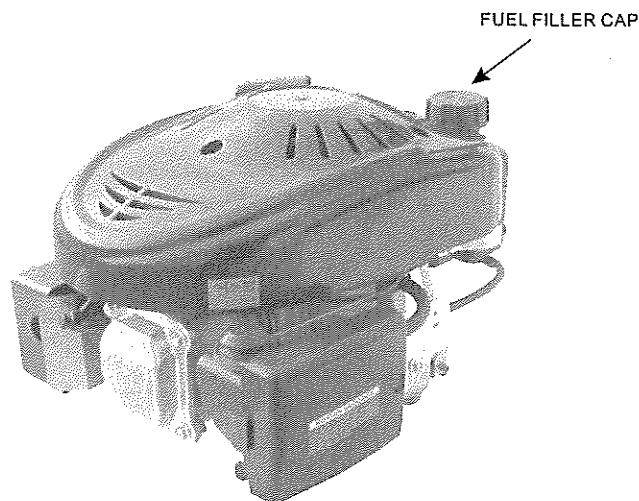
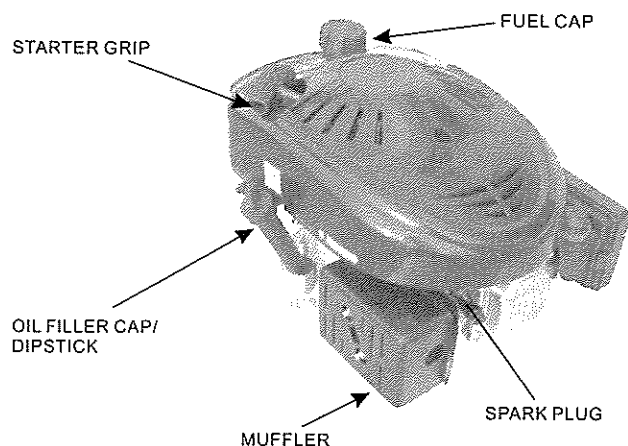
You CAN be HURT if you don't follow instructions.

Each message tells you what the hazard is, what can happen, and what you can do to avoid or reduce injury.

SAFETY INFORMATION

- Understand the operation of all controls and learn how to stop the engine quickly in case of emergency. Make sure the operator receives adequate instruction before operating the equipment. Exhaust contains poisonous carbon monoxide. Do not without adequate ventilation, and never run the engine indoors.
- The engine and exhaust become very hot during operation. Keep the engine at least 3 feet (1 meter) away from buildings and other equipment during operation. Keep flammable materials away, and do not place anything on the engine while it is running.

COMPONENT & CONTROL LOCATION



BEFORE OPERATION CHECKS

For your safety, and to maximize the service life of your equipment, it is very important to take a few moments before you operate the engine to check its condition. Be sure to take care of any problem you find, or have your servicing dealer correct it, before you operate the engine.

WARNING

Improperly maintaining this engine, or failure to correct a problem before operation, can cause a malfunction in which you can be seriously hurt or killed. Always perform a preoperation inspection before each operation, and correct any problem.

Always check the following items before you start the engine:

1. Fuel level (see page 5).
2. Oil level (see page 5).
3. Air cleaner (see page 5).
4. General inspection: Check for fluid leaks and loose or damaged parts.
5. Check the equipment powered by this engine.

Review the instructions provided with the equipment powered by this engine for any precautions, and procedures that should be followed before engine startup.

OPERATION

SAFE OPERATING PRECAUTIONS

Before operating the engine for the first time, please review the *SAFETY INFORMATION* section on page 1 and the *BEFORE OPERATION CHECKS* above.

WARNING

Carbon monoxide gas is toxic. Breathing it can cause unconsciousness and even kill you. Avoid any areas or actions that expose you to carbon monoxide.

Review the instructions provided with the equipment powered by this engine for any safety precautions that should be observed with engine startup, shutdown, or operation.

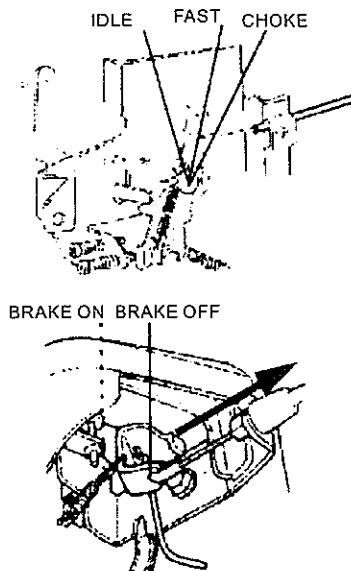
STARTING THE ENGINE

2. **FOR STARTING A COLD ENGINE:** Move the throttle control to the choke position.

3. **FOR RESTARTING A WARM ENGINE:** Do not use the choke when the engine is warm.

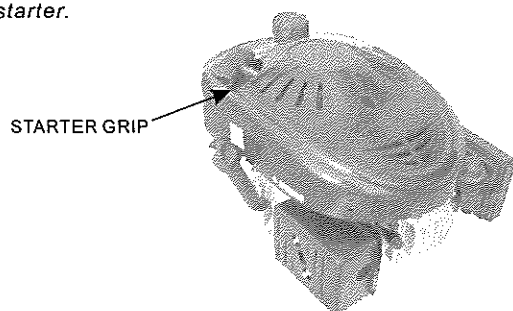
Move the throttle control slightly past the idle position.

4. **FLYWHEEL BRAKE MODELS (A TYPES):** Move the flywheel brake lever (located on equipment) to release the flywheel brake.



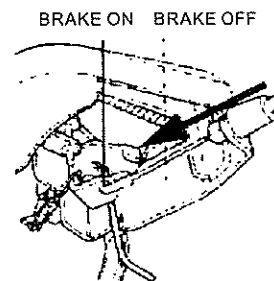
NOTICE

Do not allow the starter grip to snap back against the engine. Return it gently to prevent damage to the starter.



STOPPING THE ENGINE

3. **FLYWHEEL BRAKE MODELS (A types):** Release the flywheel brake lever (located on equipment) to stop the engine.



7. **FLYWHEEL BRAKE MODELS (A types):** Continue to hold the flywheel brake lever (located on equipment). The engine will stop if you release the flywheel brake lever.

SERVICING YOUR ENGINE

THE IMPORTANCE OF MAINTENANCE

Good maintenance is essential for safe, economical and trouble-free operation. It will also help reduce pollution.

WARNING

Improper maintenance, or failure to correct a problem before operation, can cause a malfunction in which you can be seriously hurt or killed.
Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

To help you properly care for your engine, the following pages include a maintenance schedule, routine inspection procedures, and simple maintenance procedures using basic hand tools. Other service tasks that are more difficult, or require special tools, are best handled by professionals and are normally performed by a our technician or other qualified mechanic.

The maintenance schedule applies to normal operating conditions. If you operate your engine under severe conditions, such as sustained high-load or high-temperature operation, or use in unusually wet or dusty conditions, consult your servicing dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SAFETY

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed. Always follow the procedures and precautions in this owner's manual.

SAFETY PRECAUTIONS

- Make sure the engine is off before you begin any maintenance or repairs. This will eliminate several potential hazards:
 - **Carbon monoxide poisoning from engine exhaust.**
Be sure there is adequate ventilation wherever you operate the engine.
 - **Burns from hot parts.**
Let the engine and exhaust system cool before touching.
 - **Injury from moving parts.**
Do not run the engine unless instructed to do so.
- Read the instructions before you begin, and make sure you have the tools and skills required.
- To reduce the possibility of fire or explosion, be careful when working around gasoline. Use only a nonflammable solvent, not gasoline, to clean parts. Keep cigarettes, sparks and flames away from all fuel related parts.

Remember that an authorized our servicing dealer knows your engine best and in fully equipped to maintain and repair it. To ensure the best quality and reliability, use only new genuine our parts or their equivalents for repair and replacement.

MAINTENANCE SCHEDULE

REGULAR SERVICE PERIOD(4)		Before Each Use	First Month or 5 Hrs	Every 3 Months or 25 Hrs	Every 5 Months or 50 Hrs	Every Year or 100 Hrs	Every Two Years or 250 Hrs	Page
ITEM Perform at every indicated month or operating hour interval, whichever comes first.								
Engine oil	Check	O						5
	Replace		O		O (2)			5
Air cleaner	Check	O						5
	Clean			O (1)				
	Replace						O	
Spark plug	Check-adjust					O		6
	Replace						O	
Flywheel brake pad (A types)	Check				O			6
Spark srrester	Clean					O		7
Fuel tank and filter	Clean					O (3)		Shop manual
Fuel tube	Check				Every 2 years (Replace if necessary)(3)			Shop manual
Valve clearance	Check-adjust					O (3)		Shop manual
Combustion chamber	Clean				After every 300 hours (3)			—

- (1) Service more frequently when used in dusty areas.
- (2) Change engine oil every 25 hours when used under heavy load or in high ambient temperatures.
- (3) These items should be serviced by an authorized our servicing dealer. Unless you have the proper tools and are mechanically proficient. Refer to the Honda shop manual for service procedures.
- (4) For commercial use, log hours of operation to determine proper maintenance intervals.

REFUELING

Use unleaded gasoline with a pump octane rating of 86 or higher. This engine is certified to operate on unleaded gasoline. Unleaded gasoline produces fewer engine and spark plug deposits and extends exhaust system life.

WARNING

Gasoline is highly flammable and explosive, and you can be burned or seriously injured when refueling.

- Stop engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.

NOTICE

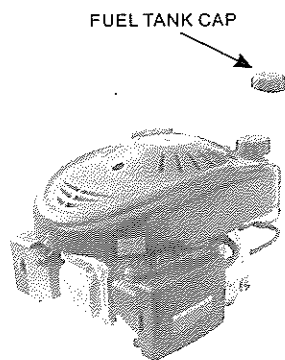
Fuel can damage paint and some types of plastic. Be careful not to spill fuel when filling your fuel tank. Damage caused by spilled fuel is not covered under the Distributor's Limited Warranty (see page 11).

Never use stale or contaminated gasoline or oil/gasoline mixture. Avoid getting dirt or water in the fuel tank.

Adding Fuel

1. Remove the fuel tank cap.
2. Add fuel to the bottom of the fuel level limit in the neck of the fuel tank. Do not overfill. Wipe up spilled fuel before starting the engine.

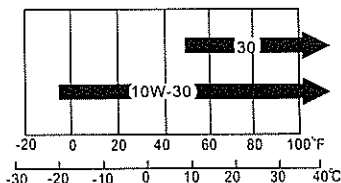
Fuel tank capacity:
0.26 US gal (1.1 l)



ENGINE OIL

Recommended Oil

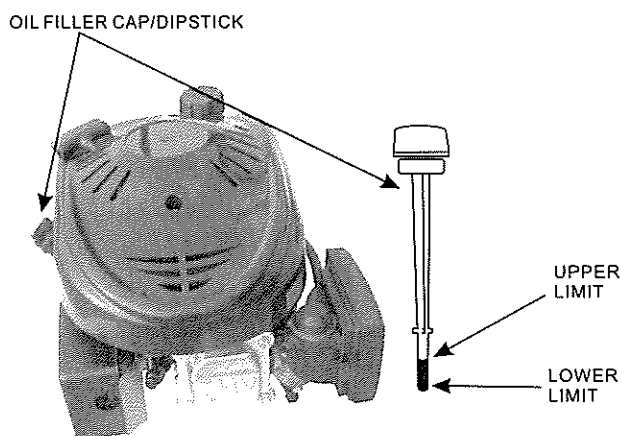
Use 4-stroke motor oil that meets or exceeds the requirements for API service classification SH, SJ, or equivalent. Always check the API service label on the oil container to be sure it includes the letters SH, SJ, or equivalent.



SAE 10W-30 is recommended for general use. Other viscosities shown in the chart may be used when the average temperature in your area is within the indicated range.

Oil Level Check

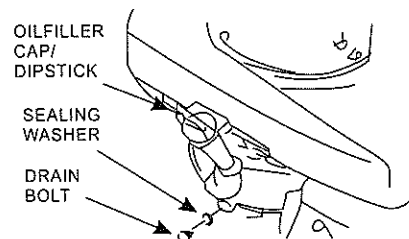
1. Check the oil with the engine stopped and level.
2. Remove the oil filler cap/dipstick and wipe it clean.
3. Insert the oil filler cap/dipstick into the oil filler neck as shown, but do not screw it in, then remove it to check the oil level.
4. If the oil level is near or below the lower limit mark on the dipstick, remove the oil filler cap/dipstick, and fill with the recommended oil to the upper limit mark (bottom edge of the oil fill hole). Do not overfill.
5. Reinstall the oil filler cap/dipstick.



Oil Change

Drain the engine oil when the engine is warm. Warm oil drains quickly and completely.

1. Turn the fuel valve to the OFF position to reduce the possibility of fuel leakage (see page 3).
2. Place a suitable container next to the engine to catch the used oil.
3. Remove the drain bolt and drain the oil into the container by slightly tipping the engine toward the oil filler cap/dipstick.



Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take used oil in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the trash or pour it on the ground or down a drain.

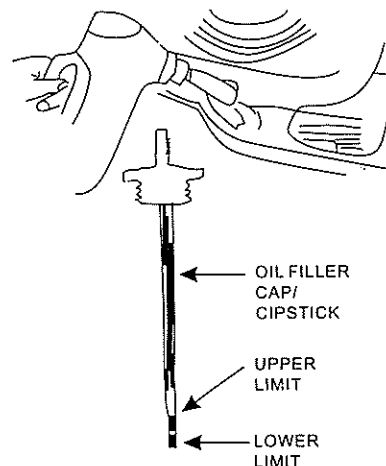
4. With the engine in a level position, fill to the upper limit mark on the dipstick with the recommended oil (see below).

Engine Oil Capacity:
0.63 US qt (0.60 l)

NOTICE

Running the engine with a low oil level can cause engine damage.

5. Reinstall the oil filler cap/dipstick securely.



AIR CLEANER

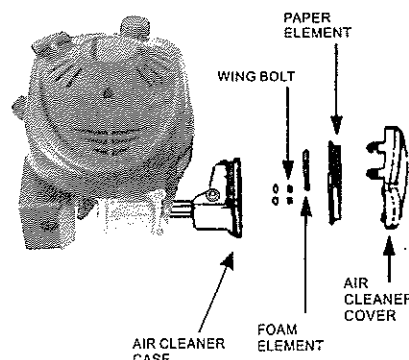
A dirty air cleaner will restrict air flow to the carburetor and cause poor engine performance. Inspect the air cleaner each time the engine is operated. You will need to clean the air cleaner more frequently if you operate the engine in very dusty areas.

NOTICE

Operating the engine without an air cleaner, or with a damaged air cleaner, will allow dirt to enter the engine, causing rapid engine wear. This type of damage is not covered under the Distributor's Limited Warranty (see page 11).

Inspection

1. Remove the two wing bolts, then remove the air cleaner cover. Be careful to prevent dirt and debris from falling into the air cleaner base.
2. Remove the air cleaner from the air cleaner base.
3. Separate the foam element from the paper element.
4. Inspect the air cleaner elements. Replace any damaged elements. Clean or replace dirty elements.



Cleaning

1. Remove the air cleaner cover and foam element, as described in the INSPECTION procedure (see page 5).
2. Remove the paper element from the air cleaner base.
3. Paper element: Tap the element several times on a hard surface to remove excess dirt, or blow compressed air [not exceeding 30 psi (207 kPa)] through the filter from the wire screen side. Never try to brush off dirt; brushing will force dirt into the fibers. Replace the paper element if it is excessively dirty.
4. Foam element: Clean in warm, soapy water or nonflammable solvent, rinse and dry thoroughly. Do not use gasoline as a cleaning solvent, because that would create a risk of fire or explosion. Dip the element in clean engine oil, then squeeze out all excess oil.
5. Excess oil will restrict air flow through the foam element and may transfer to the paper element, soaking and clogging it.
6. Wipe dirt from the air cleaner base and cover using a moist rag. Be careful to prevent dirt from entering the air duct that leads to the carburetor.
7. Reinstall the air cleaner elements, and make sure both elements are properly positioned. Install the air cleaner cover and tighten the two wing bolts securely.

SPARK PLUG

Recommended Spark Plug: BPR5ES (NGK)
W16EPR-U (DENSO)

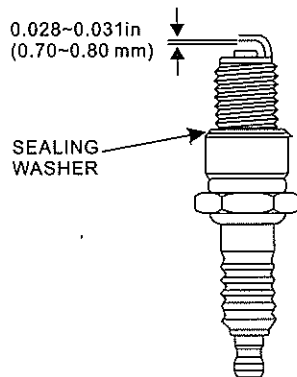
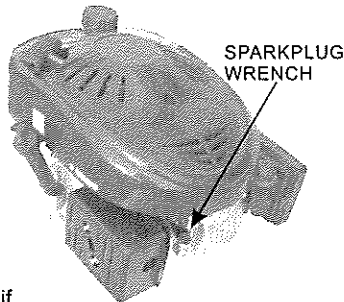
The recommended spark plug is the correct heat range for normal engine operating temperatures.

NOTICE

Incorrect spark plugs can cause engine damage.

For good performance, the spark plug must be properly gapped and free of deposits.

1. Disconnect the cap from the spark plug, and remove any dirt from the spark plug area.
2. Use the proper size spark plug wrench to remove the spark plug.
3. Inspect the spark plug. Replace it if damaged, badly fouled, if the sealing washer is in poor condition, or if the electrode is worn.
4. Measure the electrode gap with a suitable gauge. The correct gap is 0.028 - 0.031 in (0.70 - 0.80 mm). If adjustment is needed, correct the gap by carefully bending the side electrode.
5. Install the spark plug carefully, by hand, to avoid cross-threading.
6. After the spark plug is seated, tighten with the proper size spark plug wrench to compress the washer.
7. When installing a new spark plug, tighten 1/2 turn after the spark plug seats to compress the washer.
8. When reinstalling the original spark plug, tighten 1/8 - 1/4 turn after the spark plug seats to compress the washer.



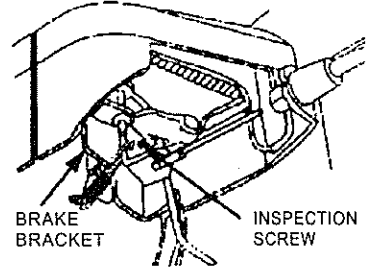
NOTICE

A loose spark plug can become very hot and can damage the engine. Over tightening the spark plug can damage the threads in the cylinder head.

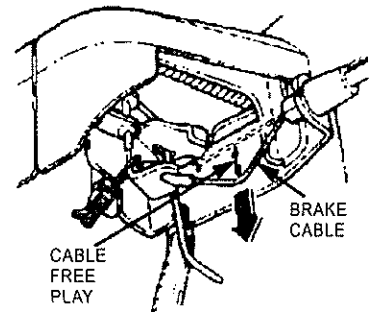
9. Attach the spark plug cap to the spark plug.

FLYWHEEL BRAKE INSPECTION (A types only)

1. Check to see if the inspection screw is contacting the brake bracket.
2. If the inspection screw is contacting the brake bracket, take the engine to an authorized Honda engine servicing dealer for flywheel brake pad inspection.

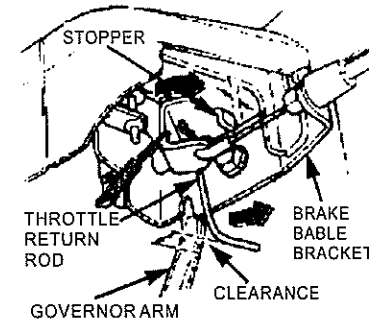


3. Release the flywheel brake lever (located on equipment), and verify that there is a strong resistance when pulling on the recoil starter. Also verify that the governor arm is moved to the idle (slow), position and there is free play in the cable. The cable should be 10 - 15 mm from the centerline as shown when the cable is new.



4. Move the flywheel brake lever to release the flywheel brake, and verify that there is clearance between the governor arm and the throttle return rod when the throttle is in the fast (or high) position.

Also verify that there is at least 2 mm clearance between the stopper and the brake cable bracket.



SPARK ARRESTER (optional equipment)

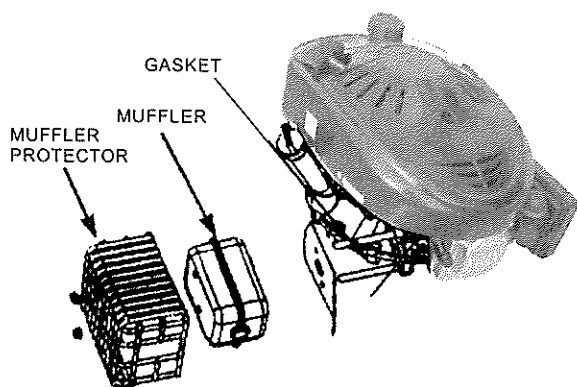
In some areas, it is illegal to operate an engine without a USDA (United States Department of Agriculture)-qualified spark arrester. Check local laws and regulations. A USDA-qualified spark arrester is available from an authorized Honda servicing dealer.

The spark arrester must be serviced every 100 hours to keep it functioning as designed.

If the engine has been running, the muffler will be hot. Allow it to cool before servicing the spark arrester.

Spark Arrester Removal

1. Remove the two nuts from the muffler shield, using a 10 mm wrench.
2. Remove the muffler heat shield, identification plate and muffler.
3. Remove the spark arrester from the muffler.



Spark Arrester Cleaning & Inspection

1. Use a brush to remove carbon deposits from the spark arrester screen. Be careful not to damage the screen. Replace the spark arrester if it has breaks or holes.
2. Install the spark arrester in the reverse order of removal.

HELPFUL TIPS & SUGGESTIONS

STORING YOUR ENGINE

Storage Preparation

Proper storage preparation is essential for keeping your engine troublefree and looking good. The following steps will help to keep rust and corrosion from impairing your engine's function and appearance, and will make the engine easier to start when you use it again.

Cleaning

If the engine has been running, allow it to cool for at least half an hour before cleaning. Clean all exterior surfaces, touch up any damaged paint, and coat other areas that may rust with a light film of oil.

NOTICE

Using a garden hose or pressure washing equipment can force water into the air cleaner or muffler opening. Water in the air cleaner will soak the air filter, and water that passes through the air filter or muffler can enter the cylinder, causing damage.

Fuel

Gasoline will oxidize and deteriorate in storage. Deteriorated gasoline will cause hard starting, and it leaves gum deposits that clog the fuel system. If the gasoline in your engine deteriorates during storage, you may need to have the carburetor, and other fuel system components, serviced or replaced.

The length of time that gasoline can be left in your fuel tank and carburetor without causing functional problems will vary with such factors as gasoline blend. Your storage temperatures, and whether the fuel tank is partially or completely filled. The air in a partially filled fuel tank promotes fuel deterioration. Very warm storage temperatures accelerate fuel deterioration. Fuel problems may occur within a few months, or even less if the gasoline was not fresh when you filled the fuel tank.

Fuel system damage or engine performance problems resulting from neglected storage preparation are not covered under the Distributor's Limited Warranty (see page 11).

You can extend fuel storage life by adding a gasoline stabilizer that is formulated for that purpose, or you can avoid fuel deterioration problems by draining the fuel tank and carburetor.

ADDING A GASOLINE STABILIZER TO EXTEND FUEL STORAGE LIFE

When adding a gasoline stabilizer, fill the fuel tank with fresh gasoline. If only partially filled, air in the tank will promote fuel deterioration during storage. If you keep a container of gasoline for refueling, be sure that it contains only fresh gasoline.

1. Add gasoline stabilizer following the manufacturer's instructions.
2. After adding a gasoline stabilizer, run the engine outdoors for 10 minutes to be sure that treated gasoline has replaced the untreated gasoline in the carburetor.
3. Stop the engine, OFF position (see page 3).

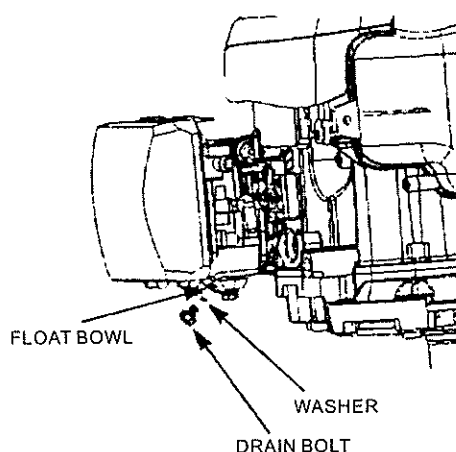
DRAINING THE FUEL TANK AND CARBURETOR

WARNING

Gasoline is highly flammable and explosive, and you can be burned or seriously injured when handling fuel.

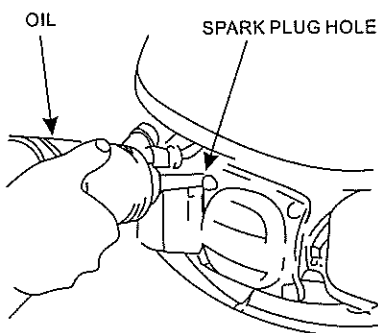
- Stop engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.

1. Place an approved gasoline container below the carburetor, and use a funnel to avoid spilling fuel.
2. Remove the drain bolt, then move the fuel valve lever to the ON position (see page 3).
3. After all the fuel has drained into the container, reinstall the drain bolt and washer. Tighten the drain bolt securely.



Engine Oil

1. Change the engine oil (see page 5).
2. Remove the spark plug (see page 6).
3. Pour a tablespoon (5-10cc) of clean engine oil into the cylinder.
4. Pull the recoil starter several times to distribute the oil.
5. Reinstall the spark plug.



Storage Precautions

If your engine will be stored with gasoline in the fuel tank and carburetor, it is important to reduce the hazard of gasoline vapor ignition. Select a well-ventilated storage area away from any appliance that operates with a flame, such as a furnace, water heater, or clothes dryer. Also avoid any area with a spark-producing electric motor, or where power tools are operated.

If possible, avoid storage areas with high humidity, because that promotes rust and corrosion.

If there is gasoline in the fuel tank, leave the fuel valve in OFF position (see page 3).

Keep the engine level in storage. Tilting can cause fuel or oil leakage.

With the engine and exhaust system cool, cover the engine to keep out dust. A hot engine and exhaust system can ignite or melt some materials. Do not use sheet plastic as a dust cover. A nonporous cover will trap moisture around the engine, promoting rust and corrosion.

Removal From Storage

Check your engine as described in the BEFORE OPERATION CHECKS section of this manual (see page 2).

If the fuel was drained during storage preparation, fill the tank with fresh gasoline. If you keep a container of gasoline for refueling, be sure it contains only fresh gasoline. Gasoline oxidizes and deteriorates over time, causing hard starting.

If the cylinder was coated with oil during storage preparation, the engine will smoke briefly at startup. This is normal.

TRANSPORTING

Keep the engine level when transporting to reduce the possibility of fuel leakage. Turn the fuel valve to the OFF position (see page 3).

TAKING CARE OF UNEXPECTED PROBLEMS

ENGINE WILL NOT START	Possible Cause	Correction
1. Check control positions		Move lever to ON.
		Move the choke/throttle lever to CHOKE ON position unless engine is warm.
2. Check fuel.		Move the throttle lever to FAST position. (A types: flywheel brake lever to brake off position.)
	Out of fuel.	Refuel
3. Remove and inspect spark plug.	Bad fuel; engine stored without treating or draining gasoline, or refueled with bad gasoline.	Drain the fuel tank and carburetor (p.8). Refuel with fresh gasoline.
	Spark plug faulty, fouled, or improperly gapped.	Replace the spark plug (p.6).
4. Take engine to an authorized or servicing dealer, or refer to shop manual.	Spark plug wet with fuel (flooded engine)	Dry and reinstall spark plug. Start engine with choke/throttle lever in FAST position.
	Fuel filter clogged, carburetor malfunction, ignition malfunction, valves stuck, etc.	Replace or repair faulty components as necessary.

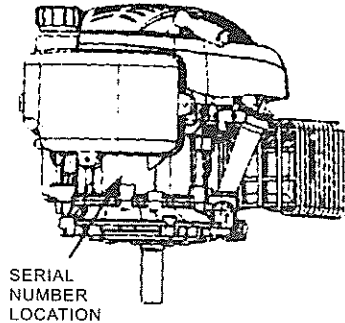
ENGINE LACKS POWER	Possible Cause	Correction
1. Check air cleaner	Air cleaner elements clogged.	Clean or replace air cleaner elements (p.6).
2. Check fuel.	Bad fuel; engine stored without treating or draining gasoline, or refueled with bad gasoline.	Drain the fuel tank and carburetor (p.8). Refuel with fresh gasoline.
4. Take engine to an authorized or servicing dealer, or refer to shop manual.	Fuel filter clogged, carburetor malfunction, ignition malfunction, valves stuck, etc.	Replace or repair faulty components as necessary.

TECHNICAL & CONSUMER INFORMATION

TECHNICAL INFORMATION

Serial Number Location

Record the engine serial number in the space below. You will need this information when ordering parts and when making technical or warranty inquiries.



Engine serial number:

Carburetor Modifications for High Altitude Operation

At high altitude, the standard carburetor air-fuel mixture will be too rich. Performance will decrease, and fuel consumption will increase. A very rich mixture will also foul the spark plug and cause hard starting. Operation at an altitude that differs from that at which this engine was certified, for extended periods of time, may increase emissions.

High altitude performance can be improved by specific modifications to the carburetor. If you always operate your engine at altitudes above 5,000 feet (1,500 meters), have authorized Honda servicing dealer perform this carburetor modification. This engine, when operated at high altitude with the carburetor modifications for high altitude use, will meet each emission standard throughout its useful life.

Even with carburetor modification, engine horsepower will decrease about 3.5% for each 1,000 feet (300 meters) increase in altitude. The effect of altitude on horsepower will be greater than this if no carburetor modification is made.

NOTICE

When the carburetor has been modified for high altitude operation, the air-fuel mixture will be too lean for low altitude use. Operation at altitudes below 5,000 feet (1,500 meters) with a modified carburetor may cause the engine to overheat and result in serious engine damage. For use at low altitudes, have an authorized Honda servicing dealer return the carburetor to original factory specifications.

Specifications

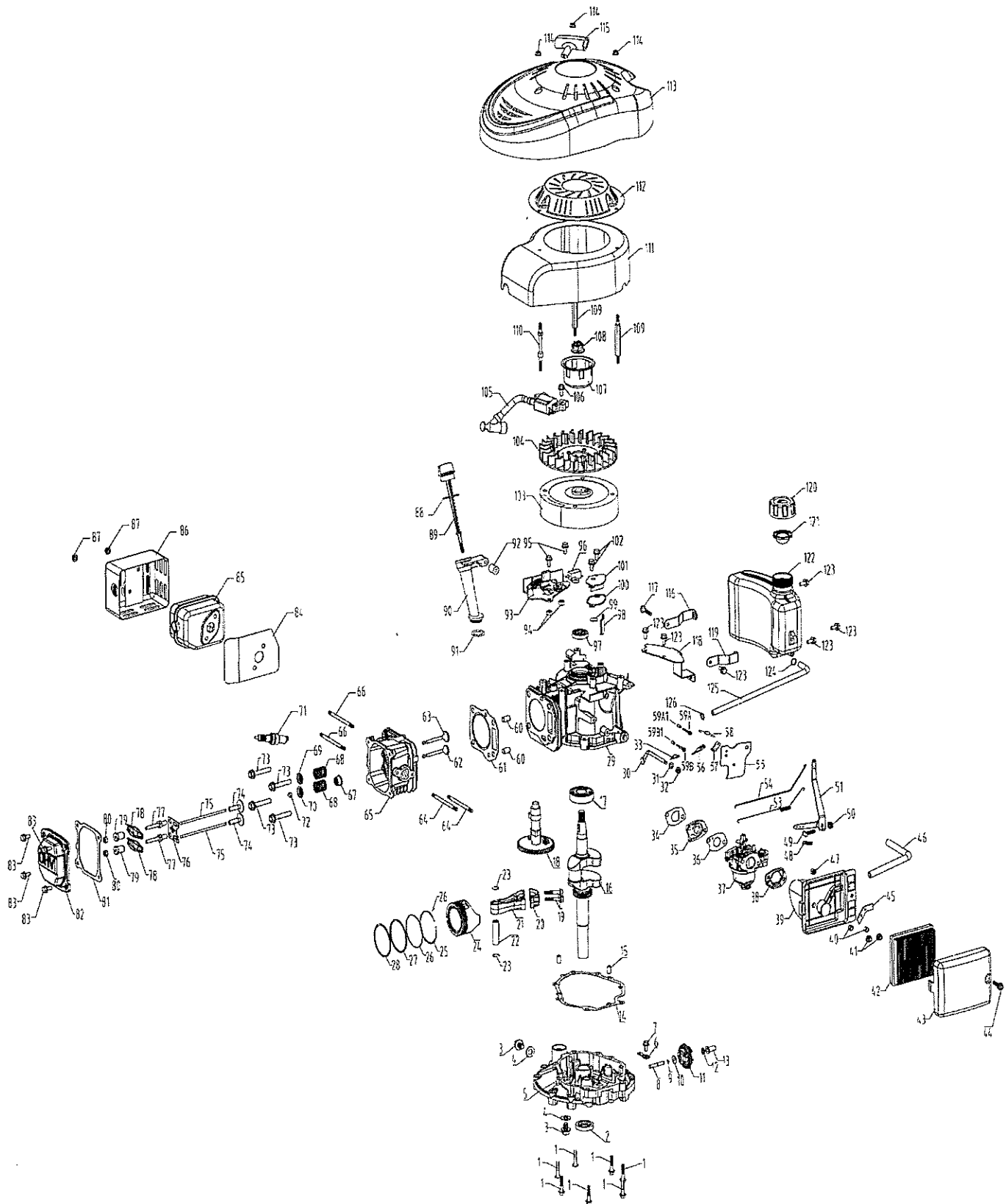
Type				
Dry weight lb (kg)	25.6(11.5)	25.6(11.5)	25.1(11.3)	25.1(11.3)
Engine type	4-stroke, overhead valve, single cylinder			
Displacement [Bore x Stroke]	8.2 cu in (135cm ³) [2.7 x 1.8 in (68 x 45 mm)]			
Max. output	5.0 bhp at 3,600rpm			
Max. torque	7.6 ft-lb (1.05kg/m) at 2,500 rpm			
Fuel consumption	0.514 lb/hph (313 g/hWh)			
Cooling system	Forced air			
Lubrication systems	Forced splash			
Ignition system	CDI			
PTO shaft rotation	Counterclockwise			

Tuneup Specifications

ITEM	SPECIFICATION	MAINTENANCE
Spark plug gap	0.028 - 0.031 in (0.7 - 0.8 mm)	Refer to page 6
Valve clearance (cold)	IN: 0.15 ± 0.04 mm EX: 0.20 ± 0.04 mm	See your authorized Honda dealer
Other specifications	No other adjustments needed	

CONSUMER INFORMATION

Exploded View for CJ1P64 Engine



PARTS LIST FOR CJ1P64 ENGINE

No.	Part No	The appellation of parts	Quantity	No.	Part No	The appellation of parts	Quantity
1	GB/T 5787	boltM6*30	7	63	CJ-1P64-10079	Valve,EX	1
2	CJ-1P64-10002	oil seal25*38*7	1	64	GB/T 900	bolt studM6*92	2
3	GB/T 16674-1996 M10×12×1.25	bolt	1	65	CJ-1P64-10081	Cylinder head	1
4	CJ-1P64-10001	washer	1	66	GB/T 900	bolt studM6*92	2
5	CJ-1P64-10003	crankcase	1	67	CJ-1P64-10088	oil seia	1
6	CJ-1P64-10005	plat	1	68	CJ-1P64-10089	valve spring	2
7	GB/T 5789	fastening boltM6*12	1	69	CJ-1P64-10092	Retainer,Valve spring	1
8	CJ-1P64-10007	shaft	1	70	CJ-1P64-10092	Retainer,Valve spring	1
9	CJ-1P64-10008	closing ring	1	71	CJ-1P64-10082	spark plue	1
10	CJ-1P64-10005	flat gasket $\phi 6.5 \times 15 \times 0.5$	1	72	CJ-1P64-10093	top cap	1
11	CJ-1P64-10010	gear assy	1	73	GB/T 5789	Bolt M8X45	4
12	CJ-1P64-10011	gasket $\phi 6.5 \times 12 \times 1.0$	1	74	CJ-1P64-10014	tappet	2
13	CJ-1P64-10006	slide bushing	1	75	CJ-1P64-10086	handspike	2
14	CJ-1P64-10012	Washer crankcase	1	76	CJ-1P64-10087	director plate	1
15	CJ-1P64-10004	pin dowel $\phi 8 \times 14$	2	77	CJ-1P64-10091	adjust bolt	2
16	CJ-1P64-10016	crankshaft	1	78	CJ-1P64-10094	valve rocker	2
17	GB/T 276	bearing6205	1	79	CJ-1P64-10095	adjust bolt	2
18	CJ-1P64-10013	camshat	1	80	CJ-1P64-10096	locknutM6	2
19	CJ-1P64-10018	fastening boltM6*28	2	81	CJ-1P64-10097	sheet gasket	1
20	CJ-1P64-10017	connecting rod cap	1	82	CJ-1P64-10098	cylinder brainpan	1
21	CJ-1P64-10019	connecting rod	1	83	GB/T 5789	locknutM6*14	4
22	CJ-1P64-10020	piston pin	1	84	CJ-1P64-10083	sheet gasket	1
23	CJ-1P64-10021	pin collar	2	85	CJ-1P64-10084	muffler	1
24	CJ-1P64-10022	piston	1	86	CJ-1P64-10085	outer cover muffler	1
25	CJ-1P64-10023	doctor blade	2	87	GB/T 6177	NutM6	2
26	CJ-1P64-10024	lined ring	1	88	CJ-1P64-10030	O gasket ring	1
27	CJ-1P64-10025	piston ringB	1	89	CJ-1P64-10031	engine oil ruler	1
28	CJ-1P64-10026	piston ringA	1	90	CJ-1P64-10029	oil filler pipe	1
29	CJ-1P64-10027	cylinder cover	1	91	CJ-1P64-10028	O gasket ring	1
30	CJ-1P64-10055	pendulun rod	1	92	CJ-1P64-10032	shaft sleeve	1
31	CJ-1P64-10054	flat gasket $\phi 6.5 \times 15 \times 0.5$	1	93	CJ-1P64-10068	arrestor	1
32	CJ-1P64-10053	oil seal6×11×4	1	94	CJ-1P64-10069	bush of arrestor	2
33	CJ-1P64-10052	cotter	1	95	GB/T 5789	fastening boltM6*12	2
34	CJ-1P64-10099	sheet gasketA	1	96		switch of arrestor	1
35	CJ-1P64-10100	intake tube	1	97	CJ-1P64-10033	oil seal	1
36	CJ-1P64-10101	sheet gasketB	1	98	CJ-1P64-10057	colatorium	1
37	CJ-1P64-10102	carbureter	1	99	CJ-1P64-10059	valve	1
38	CJ-1P64-10103	gasket	1	100	CJ-1P64-10058	gasket	1
39	CJ-1P64-10073	carpace	1	101	CJ-1P64-10060	inhaler cover	1
40	CJ-1P64-10074	bush	2	102	GB/T 5789	boltM6*12	2
41	GB/T 6177	M6Nut	2	103	CJ-1P64-10061	flywheel	1
42	CJ-1P64-10075	filler element	1	104	CJ-1P64-10062	cooling fan	1
43	CJ-1P64-10071	filter cover	1	105	CJ-1P64-10070	ignitor	1
44	GB/T 5789	BoltM6*25	1	106	GB/T 5789	BoltM6*20	1
45		waste hold-down plate	1	107	CJ-1P64-10063	startercup	1
46		waste pipe	1	108	GB/T 6177	NutM14*1.5	1
47	GB/T 6177	M6Nut	1	109	CJ-1P64-10064	specila bolt	2
48		spring	1	110		special bolt	1
49		squareness bolt	1	111		wind-transmitting cover	1
50	GB/T 6177	M6 Nut	1	112		starter assy	1
51		speed-regulating arm	1	113	CJ-1P64-10067	engine cover	1
52		joy stick	1	114	GB/T 6177	NutM6	3
53		clutch sping	1	115		starter grip	1
54		rod	1	116	CJ-1P64-10047	left gauge plate	1
55		Speed-adjusting shield	1	117	GB/T 5787	BoltM6*55	1
56		Spring holder	1	118	CJ-1P64-10048	The middel gauge plate	1
57		Clip for oil pipe.	1	119	CJ-1P64-10049	right gauge plate	1
58		Speed-adjusting Spring	1	120	CJ-1P64-10046	fuel tank cap	1
59A		Bolt	1	121	CJ-1P64-10045	gland	1
59B		Bolt	1	122	CJ-1P64-10044	gasonline tank	1
59A1		Partition A	1	123	GB/T 5789	BoltM6*12	6
59B1		Partition B	1	124		bae claspA	1
60	CJ-1P64-10078	locating pin10*14	2	125		Vitta	1
61	CJ-1P64-10077	sheet gasket	1	126	GB/T 1099	bar claspB	1
62	CJ-1P64-10080	Valve,IN	1				

