

This section describes the inspection and adjustment procedures for the important items of the periodical maintenance of the HONDA 350 Model CB350F.

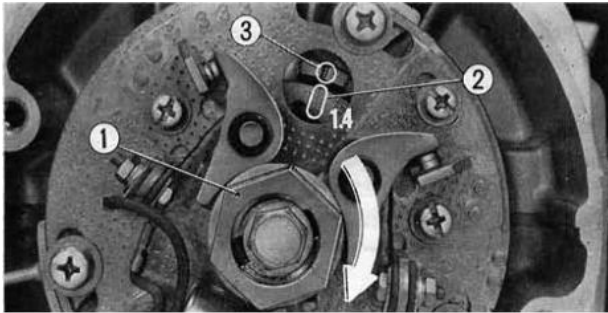


Fig.2-1 ① Special nut ② Matching mark
③ Mark "T" 1.4



Fig. 2-2 Cylinder No

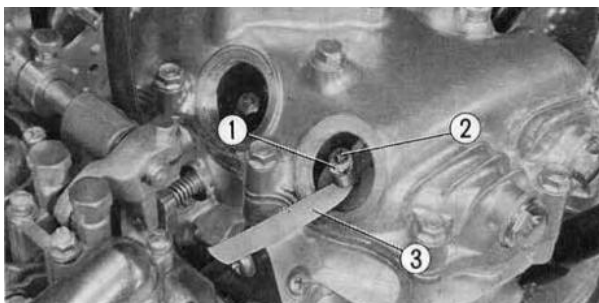


Fig. 2-3 1) Lock nut 3) Feeler gauge
2) Adjusting screw

1. TAPPET'

Inspection and adjustment of the tappet clearance should be made when the engine is cold.

1. Remove the fuel tank.
2. Remove the eight tappet hole caps. Remove the point cover.

3. Rotate the crankshaft clockwise at the special nut so as to align the mark "T" 1.4 with the matching mark.
4. Make sure if No. 1 piston is at the TDC position on compression stroke. If not, rerotate the crankshaft a full turn clockwise so as to make proper alignment.
5. Check and adjust the tappet clearance of the "O" valves. (Refer to the table below).

To adjust, loosen the lock nut and turn the adjusting screw.

Tappet clearance	Intake valve 0.05 mm (0.002 in.)
	Exhaust valve 0.05 mm (0.002 in.)

Cylinder	No. 1	No. 2	No. 3	No. 4
Intake valve	○	×	○	×
Exhaust valve	○	○	×	×

6. Rotate the crankshaft a full turn clockwise so as to align the mark "T" 1.4 with the matching mark (in this position, the No.4 piston is at TDC of the compression stroke) and check the "x" valves for correct tappet clearance.
7. Upon completion of the inspection and adjustment of the tappet clearance, install the tappet hole caps and point cover.
8. Install the fuel tank. Check the fuel tube for proper connection.

2. BREAKER POINT GAP AND IGNITION TIMING

Breaker point gap

1. Remove the point cover.
2. Rotate the crankshaft clockwise at the special, nut.
Check the maximum gap of the points 1.4. Maximum gap: $0.3\text{ mm} - 0.4\text{ mm}$ (0.012.....0.016in.)
To adjust the gap, loosen the screw "a" and move the breaker base 1.4.
3. Check the point gap of the points 2.3 in the same manner as for the points 1.4.
To adjust, loosen the screw "b" and move the breaker base 2.3.

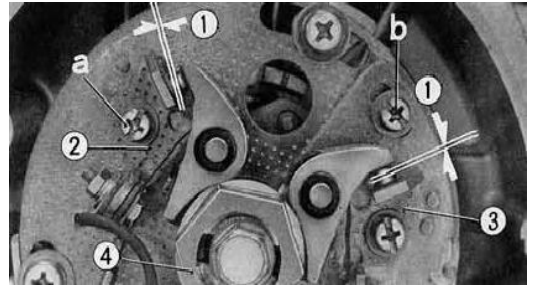


Fig. 2-4 1) Point gap 2) Breaker base 1.4 3) Breaker base 2.3 4) Special nut

Ignition timing

Test and adjust using a stroboscopic timing light (Service Tester SRH500, Tool No. 07171-99900).

1. Make connection for the service tester as instructed by the tester manufacturer.
Connect the timing light cord to the spark plug of the No.1 or No.4 cylinder.
2. Start the engine and set its idle speed to 1,200 rpm. Illuminate the matching mark with the timing light and see if the mark "F" 1.4 is aligned with the matching mark. If not aligned, loosen the three screws "c" and move the breaker base plate "e" in either direction.
Moving the plate to the right will advance the ignition timing and to the left retard the timing.
3. Increase the engine speed up to 2,500 rpm and check the matching mark. If the mark stays between the advance marks, the ignition timing is correct.
4. Connect the timing light cord to the spark plug of the No.2 or No.3 cylinder. Idle the engine and see if the mark "F" 2.3 is aligned with the matching mark. If not aligned, loosen the two screws "d" and move the breaker base plate "f" in either direction.

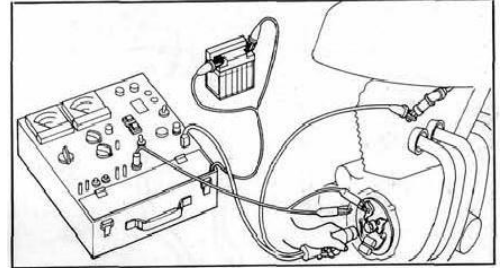


Fig. 2-5 Checking ignition timing

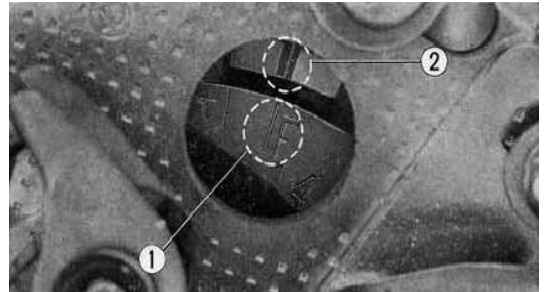


Fig. 2-6 1) Mark "F" 1.4 2) Matching mark



Fig. 2-7 1) Breaker base plate "e" 2) Breaker base plate "f"

5. Increase the engine speed up to 2,500 rpm and see if the mark "F" 2.3 stays between the two advance marks.

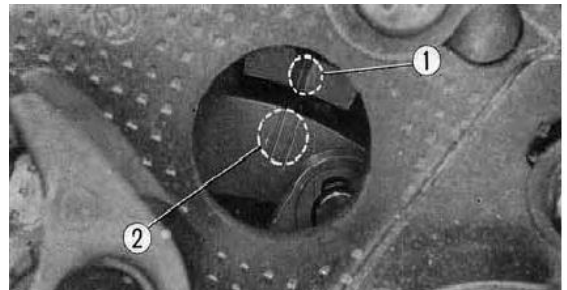


Fig. 2-8 1) Matching mark 2) Advance marks

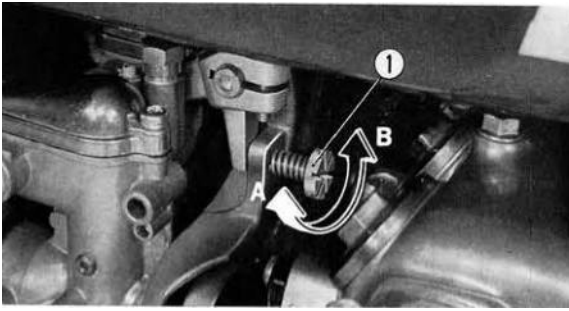


Fig. 2-9 1) Throttle stop screw

3. CARBURETOR

Carburetor should be serviced after the engine is warmed up.

Checking idle engine speed

1. To set the engine to 1,200rpm, turn the throttle stop screw. Turning the screw clockwise (in direction "A") will increase the engine idle speed, and vice versa (in direction "B").

Checking synchronization

1. Remove the four screws from the intake manifolds of the carburetors. Install the attachment A (Tool No. 07068-30007) and B (Tool No. 07068-30012) and install the vacuum gauges (Tool No. 07064-30001).
2. Start the engine and read each gauge.
Specified value: 16~24 cmHg

NOTE:

All the gauges should register the same value within the specification.

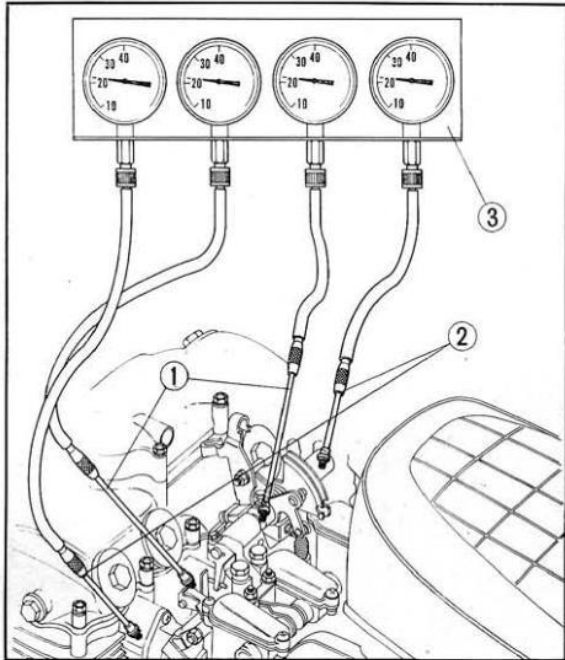


Fig. 2-10 ① Adaptor A ② Adaptor B ③ Vacuum gauge

Adjusting synchronization

1. Remove the fuel tank from the machine. Connect a longer fuel tube of the carburator to the tank.
2. Turn the throttle stop screw to adjust the distance (H) between the throttle lever and stay to 56 mm (2.205 in.). Turning the screw clockwise (in direction "A") will increase the distance (H), and vice versa (in direction "B").

3. Start the engine and see all the value within the specification. If out of the specification, loosen the lock nut and turn the adjusting screw to adjust. Turning the screw in direction "B" will increase the vacuum pressure, and vice versa (in direction "A").

NOTE:

Upon adjustment, tighten the lock nut securely and snap the throttle grip three or four times to recheck the synchronization

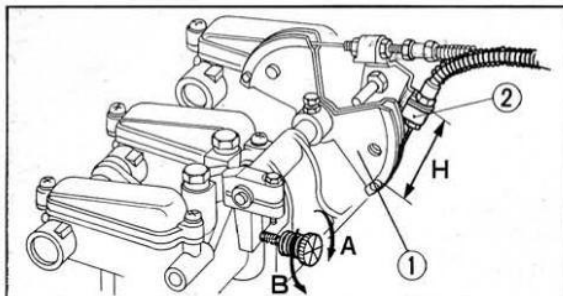


Fig. 2-11 ① Throttle lever ② Stay

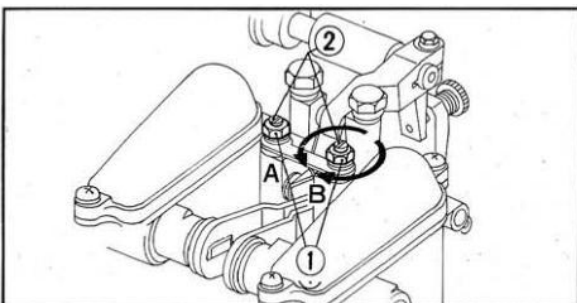


Fig. 2-12 ① Lock nut ② Adjusting screw

Adjusting fast idle speed

The adjustment should be made during the engine warm-up after synchronization of the carburetors has been adjusted.

1. Place the choke lever in the full open position and check the clearance (t) between the link plate and adjusting screw.

Specified clearance: 0...0.3 mm (0~0.012 in.)

To adjust the clearance, loosen the lock nut and turn the adjusting screw. Turning the screw clockwise (in direction "A") will decrease the clearance and, vice versa (in direction "B").

2. Start the engine. Slowly operate the choke lever up and down to find the maximum engine rpm. If within the specifications of 3,500...4,500 rpm, the fast idle speed is satisfactory. If not, adjust by means of the adjusting screw. Turning the screw clockwise (in direction "A") will increase the engine rpm, and vice versa (in direction "B").

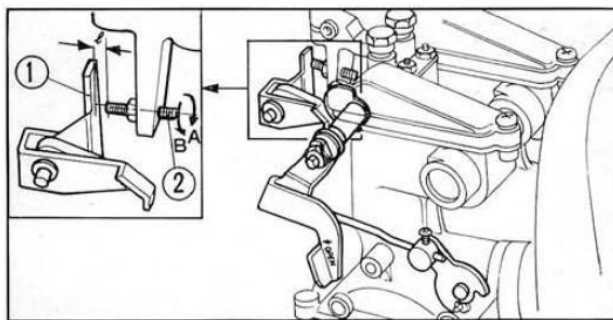


Fig. 2-13 ① Link plate
② Adjusting screw

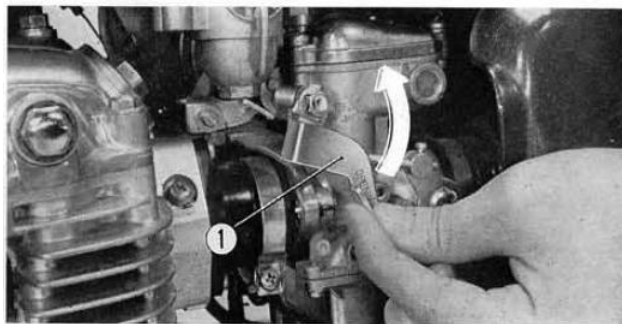


Fig. 2-14 ① Choke lever

Adjusting overtravel stopper

1. Return the throttle grip to the closed position. Loosen the lock nut and turn the link pin to adjust the clearance (H).

Specified clearance: 2.0...2.1 mm (0.079...0.083 in.)

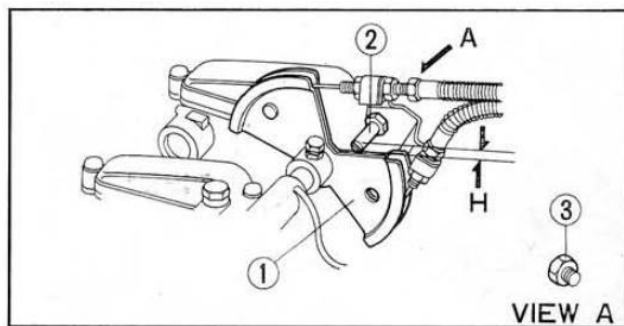


Fig. 2-15 ① Throttle lever ③ Lock nut
② Link pin

Adjusting throttle cable

1. Check the throttle grip for play.

Specified play: approx. 10° around the grip

To adjust the play, loosen the lock nuts and turn the adjusting nut. Turning the nut clockwise (in direction "A") will increase the play, and vice versa (in direction "B").

2. For fine adjustment, loosen the cable lock nut and turn the cable adjuster. Turning the adjuster clockwise (in direction "A") will decrease the play, and vice versa (in direction "B").

3. With the throttle grip in the fully closed position, see if the throttle lever contacts the link pin. Replace the throttle return cable, if the lever does not contact the pin.

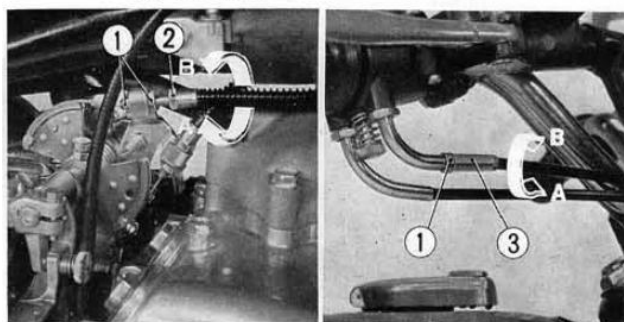


Fig. 2-16 ① Lock nut ② Adjusting nut
③ Cable adjuster

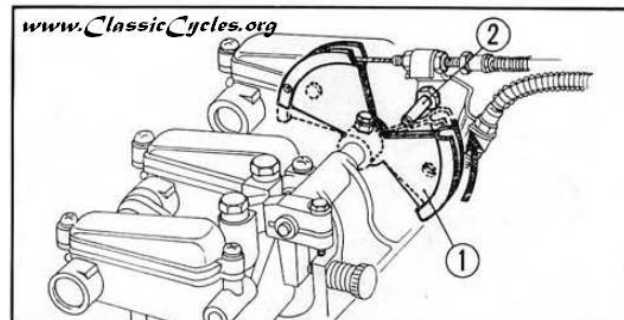


Fig. 2-17 ① Throttle lever
② Link pin

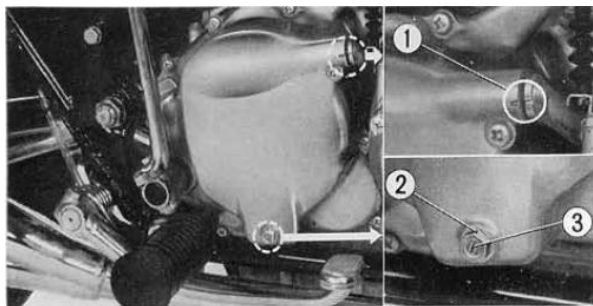


Fig. 2-18 ① Matching mark ② Lock nut ③ Clutch adjuster

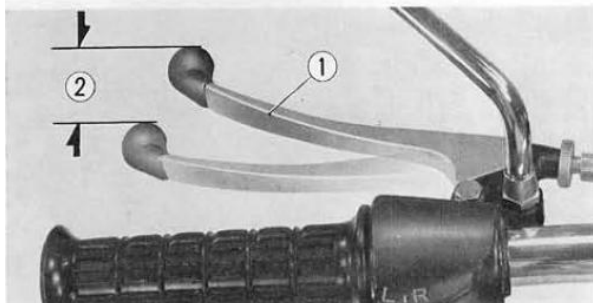


Fig. 2-19 ① Clutch lever ② Clutch lever free play

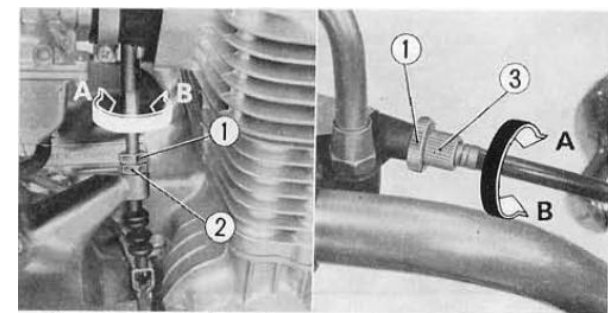


Fig. 2-20 ① Lock nut ② Clutch cable lower adjuster ③ Clutch cable upper adjuster

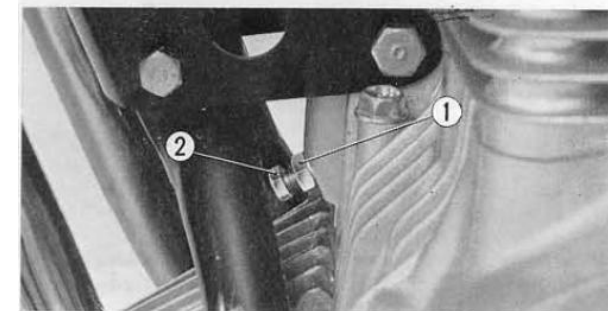


Fig. 2-21 ① Lock nut ② Adjusting bolt

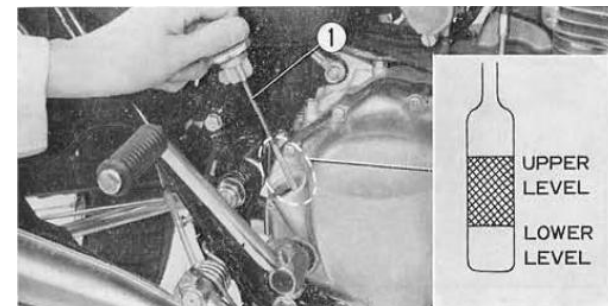


Fig. 2-22 ① Oil level gauge

4. CLUTCH

- Align the matching mark on the clutch lever with that on the R. crankcase cover and loosen the lock nut. Turn the clutch adjuster counterclockwise until it becomes tight and back it off about 1/4 turn. Tighten the lock nut.
- Check the tip of the clutch lever for free play. Specified play: 10,.....20 mm (0.4,.....0.8 in.)
- To adjust the play, loosen the lock nut and turning the lower adjuster clockwise (in direction "A") will increase the play, and vice versa(in direction "B" if).

- Fine adjustment can be made by means of the upper adjuster of the clutch cable. When adjusting, loosen the lock nut.
- Upon adjustment, make sure the clutch operates properly.

5. CAM CHAIN

- Start the engine.
- Set the engine idle speed to 1,200 rpm. Loosen the lock nut and tensioner adjusting bolt using box wrench contained in tool kit.
- Retighten the adjusting bolt and secure the lock nut.

NOTE:

Do not pull or push the tensioner push bar since it is self-adjusting type.

6. ENGINE OIL

Checking oil level

- Lower the main stand to support the machine. Insert the oil level gauge into the engine case, not screwed in, to check the oil level. Oil should be up to the upper level on the gauge.

Changing oil

1. Loosen the drain bolt and remove the oil filter by loosening its center bolt.
2. Retighten the drain bolt and reinstall the oil filter.
3. Fill with recommended oil through the oil filler opening.

Capacity: 3.5e (3.7 US qt., 3.1 Imp. qt.)

Recommended oil: SAE 10 W-40 (All weather)

SAE 20 W-50 (Above 59°F or 15°C)

7. FRONT BRAKE

Checking fluid level

1. Remove the fluid cup cap of the master cylinder.
2. Check to see the brake fluid level is up the level line inside the cup. If the level is low, add SAE DOT 3 brake fluid.

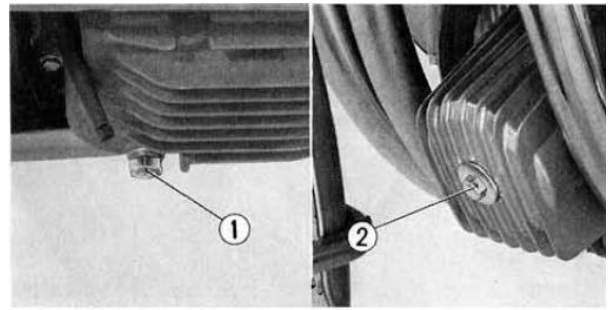


Fig. 2-23 ① Drain bolt
② Oil filter center bolt

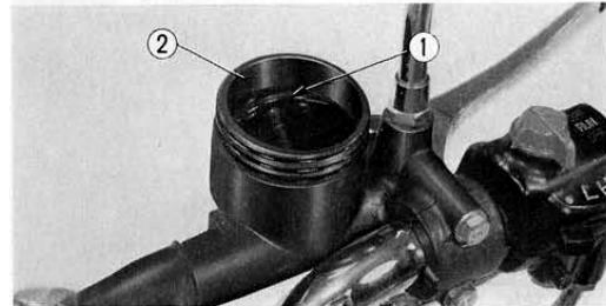


Fig. 2-24 ① Level line
② Fluid cup

Adjusting calipers

1. Loosen the lock nut and turn the adjusting bolt counterclockwise until the pad contacts the disc.
2. Turn the bolt clockwise 1/3 to 1/2 turn from this position and tighten the lock nut.

Bleeding

1. Fill the fluid cup with brake fluid up to the fluid level line.
2. Remove the bleeder cap and connect a vinyl hose to the bleeder valve.
3. Operate the brake lever several times until a resistance is felt. Loosen the bleeder valve about 1/4 turn using a spanner to bleed air. Retighten the bleeder valve and stop operating the brake lever. Repeat this procedure until no bubbles are contained in the fluid coming out of the valve.

NOTE:

Keep the fluid cup properly filled during the bleeding operation.

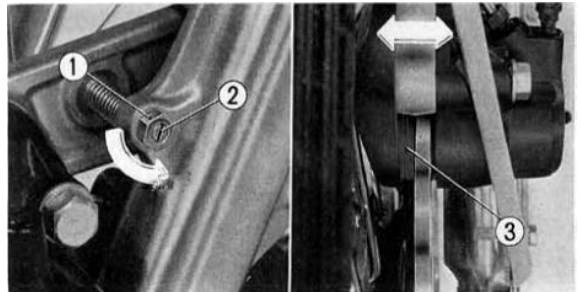


Fig. 2-25 ① Lock nut
② Adjusting bolt
③ Pad B

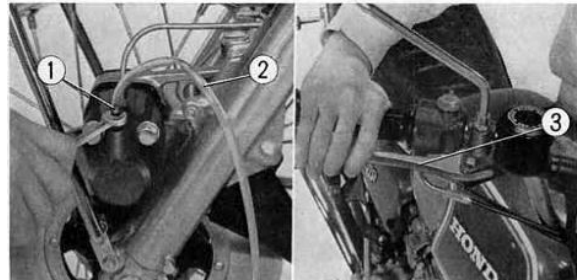


Fig. 2-26 ① Bleeder valve
② Vinyl hose
③ Brake lever

8. REAR BRAKE

1. To adjust the depressed-height of the rear brake pedal, loosen the lock nut and turn the adjusting bolt. Turning the bolt clockwise (in direction "A") will decrease the height, and vice versa (in direction "B").

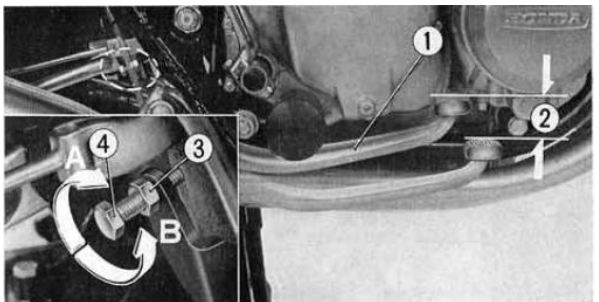


Fig. 2-27 ① Rear brake pedal
② Free travel
③ Lock nut
④ Adjusting bolt

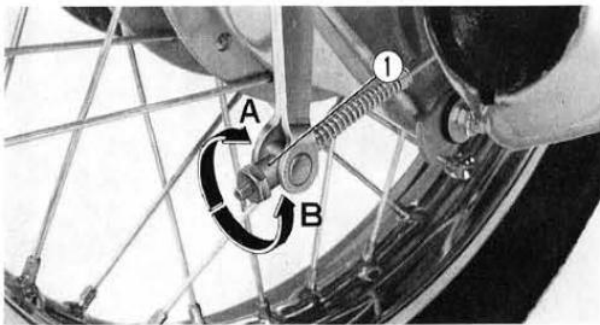


Fig. 2-28 ① Adjusting nut

- To adjust the free travel at the tip of the pedal, turn the adjusting nut. Turning the nut clockwise (in direction "A") will decrease the free travel, and vice versa (in direction "B").

Specified free travel: 20~30 mm (0.8~1.2 in.)

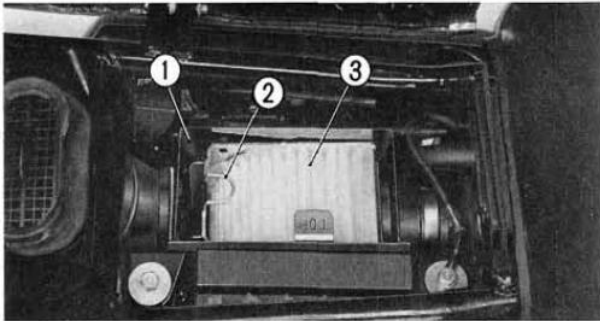


Fig. 2-29 ① Air cleaner case ② Set spring ③ Air cleaner

9. AIR CLEANER

- Open the seat.
- Remove the tool tray and air cleaner cover.
- Remove the set spring to remove the air cleaner element.
- Lightly tap the element by hand and apply a blast of compressed air from inside.
- Check the hole at the bottom of the air cleaner case for clogging.

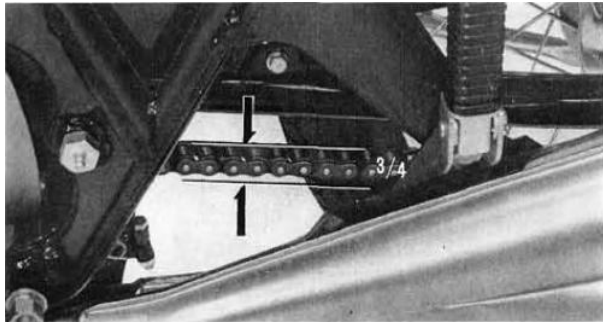


Fig. 2-30 Checking drive chain sag

10. DRIVE CHAIN

Checking drive chain tension

- Check the chain tension by finger-depressing at a point half way between the sprockets and by measuring the sag.
- Specified sag: 20 mm (3/4 in.)

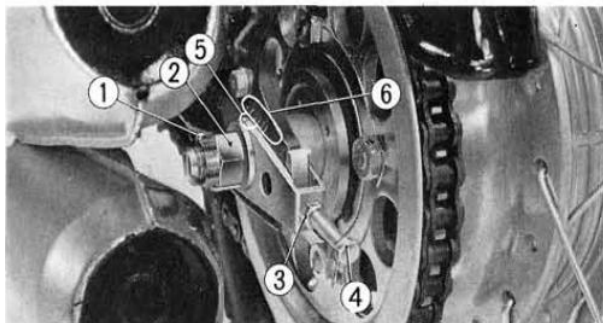


Fig. 2-31 ① Cotter pin ② Axle nut ③ Lock nut ④ Adjusting nut ⑤ Index mark ⑥ Side scale

- To adjust, remove the cotter pin, loosen the axle nut and lock nut, and turn the adjusting nut in either direction.

Upon adjustment, align the index marks on the right and left drive chain adjusters with the same notches in the side scales. Tighten the axle nut and install the cotter pin.

11. FRONT FORK

Changing fork oil

- Loosen the front fork bolts and drain bolts. Drain oil out of the fork cylinders.
- Retighten the drain bolts and fill the front fork cylinders with any brand of automatic transmission fluid for motorvehicle.

Capacity: 105 cc (3.6ozs.) per cylinder

NOTE:

* 125cc (4.20zs.) oil will be required to fill one fork when disassembled.

::: Torque the front fork bolt to the specification.

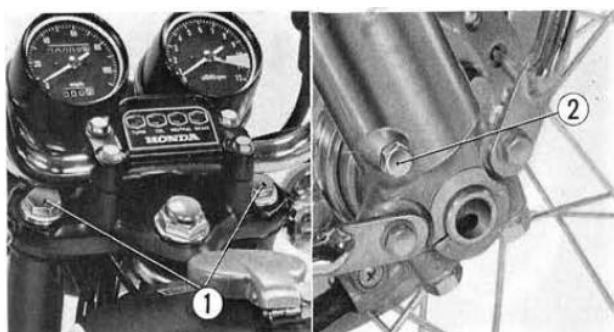


Fig. 2-32 ① Front fork bolts ② Drain bolt

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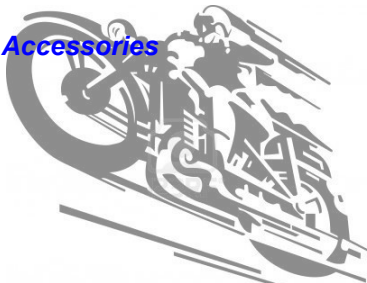
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