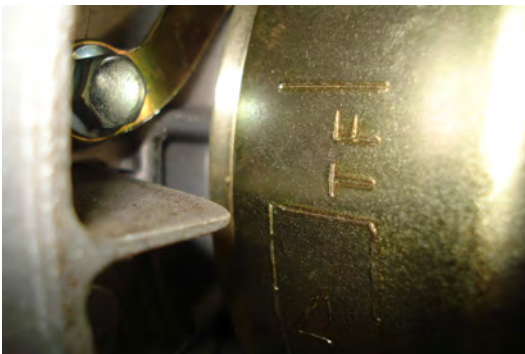


TIMING CHAIN SETTING, ADJUSTING VALVES

Suntrike 150, Runner and VX 150cc.

- 1) Set the crankshaft to the TDC position by aligning the T mark on the flywheel to the notch index on the crankcase. (see photo #1).
- 2) Set the camshaft to the position where the 2 small holes get parallel to the head surface, and the bigger hole face forward. (see photo #2)
- 3) Adjust the timing chain tension.
- 4) Rotate the engine by hand a couple of turns and recheck the setting marks again. You really want to be sure you have it right.
- 5) Next, with the flywheel and the camshaft set as indicated before, you can proceed to adjust the valves. This is the right setting to adjust the valves properly, on the compression stroke, where the 2 valves remain closed. Be sure, you are on the correct (compression) stroke, the rocker arms should wiggle, there should be some play.
- 6) Valve clearances on these engines is 0.04 mm to 0.05 mm in both, exhaust and intake. Engine must to be cold. I would recommend to adjust them to 0.05 mm. Valves clearance must to be measure by sliding feeler gauges between the rocker arm and the valve. When the gap is right you should feel a slight drag.
- 7) Incorrect valve clearances is a very often problem on these engines, even on new units, so if you get into a problem like rough idling (getting worse when hot), loss of power, lack of compression, this is one of the first issues to check.

1-



2-

