

## Periodic Maintenance

After the first flight with the engine the cowling should be removed, followed by a thorough inspection of the engine compartment. Check the engine for signs of any oil leak at the joining faces of the crankcase, cylinder bases, valve covers and shaft seals. All hoses and wiring to and from the engine should be inspected for looseness, chaffing or any discoloration.

This might indicate that these are routed where excessive heat from the engine could cause premature failure. Check that all components mounted onto the engine mount and firewall have remained securely fastened.

Should anything be found damaged, loose, or otherwise indicating any abnormality, the reason for it must be found and the condition must be rectified before the next flight.



## Items Requiring Periodic Adjustment

### OHC chain drive

It is an inherent characteristic of any roller-chain driven machinery that the efficiency of their drive and the longevity of the moving components greatly depends on the proper entering and exiting of the rollers into and from the teeth of the sprockets. A certain amount of "slack" in the unloaded leg of the chain must necessarily be present to prevent binding and this slack should be checked (and adjusted, if needed) at regular intervals.

The instructions for checking and adjusting the "chain tension" can be found in the Appendix (see appendix).

Please note that the method requires that the engine is turned in the direction of its normal rotation to place the upper leg of the chain in tension. The slack of the chain in the opposite leg should only be checked (and adjusted, if necessary) in this position of the chain drive.

### Valve clearance

The valve stem clearances should be checked and if needed, adjusted at 25 hour intervals. The clearances should be checked when the engine is cold and the feeler gauge should slide freely between the valve stem and the adjusting screw, without any tendency to buckle when pushed.

Intake valves: 0.10 mm

Exhaust valves: 0.10 mm

(Re-check the gaps after the locknuts are fully torqued 12 Nm up.).

### CDI ignition pick-ups

Although it is seldom necessary to disturb the factory setting of the gap for the CDI pick-ups, the correct procedure to change the gap is described in the Appendix (see appendix). While in normal conditions it is sufficient to assure that the gap is between the specified limits, engine starting in cold weather could be noticeably improved by assuring that the gap is set at the minimum specified limit.

### Ignition timing

The checking and adjustment of the ignition timing is illustrated in the Appendix. The adjustment is performed with stroboscope lamp in the way that we mark TDC on the ignition fly wheel (or rotor) against fixed point on the engine case visible during engine run. Set the speed on 2000 RPM after engine start and read the ignition advance value on stroboscope lamp. This value should be within the range of 4 - 5° degrees.



