

C. Transmission: 5 speed

1. Primary gear ratio: 3.277
 - (a) Crankshaft Gear: 18 teeth, straight cut
 - (b) Mainshaft Gear: 59 teeth, straight cut

2.

	<u>Counter Shaft Gear Ratio</u>	<u>No. of Teeth</u>
1st	9.831:1	11
2nd	6.334:1	15
3rd	3.781:1	18
4th	3.151:1	20
5th	2.634:1	22

3.

	<u>Main Shaft Gear Ratio</u>	<u>No. of Teeth</u>
1st	3.000:1	33
2nd	1.933:1	29
3rd	1.500:1	27
4th	1.250:1	25
5th	1.045:1	23

4. Counter Sprocket: For No. 420 Chain, 14 teeth standard

NOTE: Late 1974 motorcycles have sprockets for No. 428 chain.

NOTE: 12, 13, 14, and 15 teeth counter sprockets available.

D. Clutch: 4 fiber plate, wet

1. Clutch adjuster nut must have 1/4 to 1/3 turn "out" clearance with engine warm.
2. Fiber clutch plate thickness:

3.81mm (.150) minimum
4.191mm (.165) maximum

NOTE: Clutch and gear box hold 48 ounces (1-1/2 quarts) of 30 weight non-detergent oil.

E. Carburetor: 30mm = VHB 30 A_S

1. Pilot Jet: #60
2. Main Jet: #118 to #122 Standard
3. Needle Jet: #265 N
4. Needle: V 4
5. Needle Position: Mid-notch
6. Slide: #7454.60
7. Choke Jet: #80
8. Air Screw: Out 3/4 to 1-1/2 turns
9. Float Height: 15/16" from ϕ of float to gasket surface (upside down)

