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The some specifications and descriptions in the VTR1000F-V Shop Manuals (No. 62MBB00, 63MBB00, 64MBB00 and 69MBB00) are incorrect. Please correct following pages as follows:

Page 1-6 and 5-2 Carburetor identification number.

AR, IIG Type	VPT2C
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Page 1-8, 12-1 and 12-9 Piston ring end gap.

Page 1-8 and 2-1 Cylinder I.D. and Cylinder-to-piston clearance.

Unit: mm (in)

	ITEM	STANDARD	SERVICE LIMIT
Incorrect	Piston Oil ring end gap	0.425 - 0.475 (0.0167 - 0.0187)	0.70 (0.028)
Correct:		0.20 - 0.70 (0.008 - 0.028)	0.90 (0.035)
Incorrect	Cylinder I.D.	98.000 - 98.015 (3.8583 - 3.8599)	98.100 (3.8622)
Correct:		98.005 - 98.025 (3.8585 - 3.8592)	98.100 (3.8622)
Incorrect	Cylinder-to-piston clearance	0.010 - 0.055 (0.0004 - 0.0022)	0.200 (0.0079)
Correct:		0.020 - 0.060 (0.0008 - 0.0024)	0.200 (0.0079)

Page 1-14, 5-2 and 5-18 Pilot screw wrench.

Incorrect	07908 - 4220201	(Except SW, AR, IIG Type)
	07KMA - MN90100	(SW, AR, IIG Type)
Correct	07908 - 4220201	(Except SW Type)
	07KMA - MN90100	(SW Type)

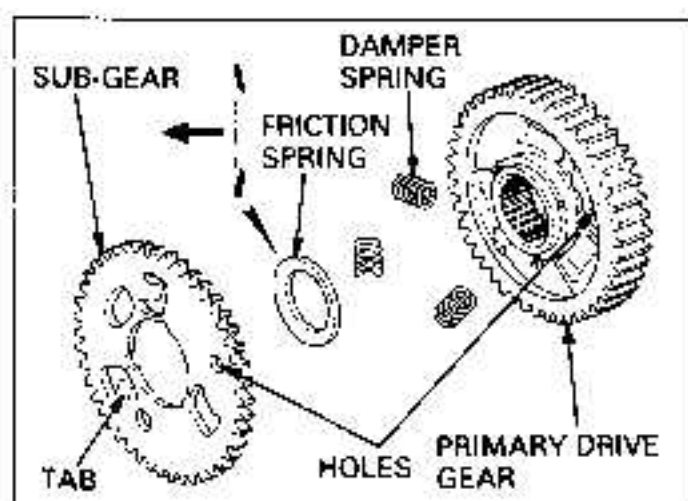
Page 9-0 and 9-23 Primary drive gear friction spring.

Install the damper springs into the primary drive gear grooves.

Install the friction spring onto the primary drive gear with the concaved side toward the sub-gear.

Apply molybdenum disulfide grease to the primary drive gear and sub-gear sliding surfaces.

Install the sub-gear onto the primary drive gear boss so that the sub-gear tabs are positioned against the damper spring and holes are aligned.



Page 11-4 and 11-10 Crankcase separation.

The O-rings are not used on the oil orifices.

Page 12-1, 12-3 and 12-6 Torque values.

Incorrect	Connecting rod bolt	29 N·m (3.0 kgf·m, 22 lbf·ft) ± 120°
	(Checking the oil clearance)	20 N·m (2.0 kgf·m, 14 lbf·ft) ± 120°
Correct	Connecting rod bolt	29 N·m (3.0 kgf·m, 22 lbf·ft) ± 120°
	(Checking the oil clearance)	20 N·m (2.0 kgf·m, 14 lbf·ft) ± 120°