Guide Plug Oil Leak – addendum to repair instructions

Page 1

If the leak is not addressed while it is just a drip, it is likely that the guide plug will eventually work it's way into a position that causes oil to pour past it – whether the bike is parked or running – and leave puddles of oil.

Parts fiche also available at hondaparts-direct.com and that's where I found the best prices.

Page 2

The leak can happen when the bike is parked; if it does, oil will typically drip from the guard covering the radiator hose at the lower, front, right side of the engine.

Page 3

The tools and supplies list only has 4 items whereas the parts list (on page 2) includes 6 unique part numbered-items. The 4 items are **NOT** the absolute minimum required to do the repair; the other guide plug *might* be optional but the clutch lifter arm O-ring (listed as a gasket) should be replaced.

All parts can be ordered online from the sites that provide access to the fiche files – and will certainly be cheaper than the dealer, maybe even faster.

The 8 mm socket should be emphasized as it is vital and not always included in socket sets.

A torque wrench should be listed.

Thread sealer (aka Loctite) should be listed.

Weather is misspelled in "Whether strip Adhesive".

I wouldn't attempt a repair this complicated without the Service (aka "Shop") Manual – although it is *very* difficult to follow this repair through the Service Manual; if attempting to do so, note the it will be necessary to reference the steps in the chapters on maintenance (left crankcase rear cover), charging system (dis-assembly sequence, list of *some* chapter sections, footpeg and gearshift pedal), clutch (clutch lifter arm), starter (starter gear cover), charging system (left crankcase cover) and then starter (guide plug) in that order and then reverse the order during re-assembly.

Page 5

My bike does NOT have running boards. I had to remove the foot peg instead.

The hose in Figure 3 is disconnected rather than removed.

- It's the crankcase breather hose.

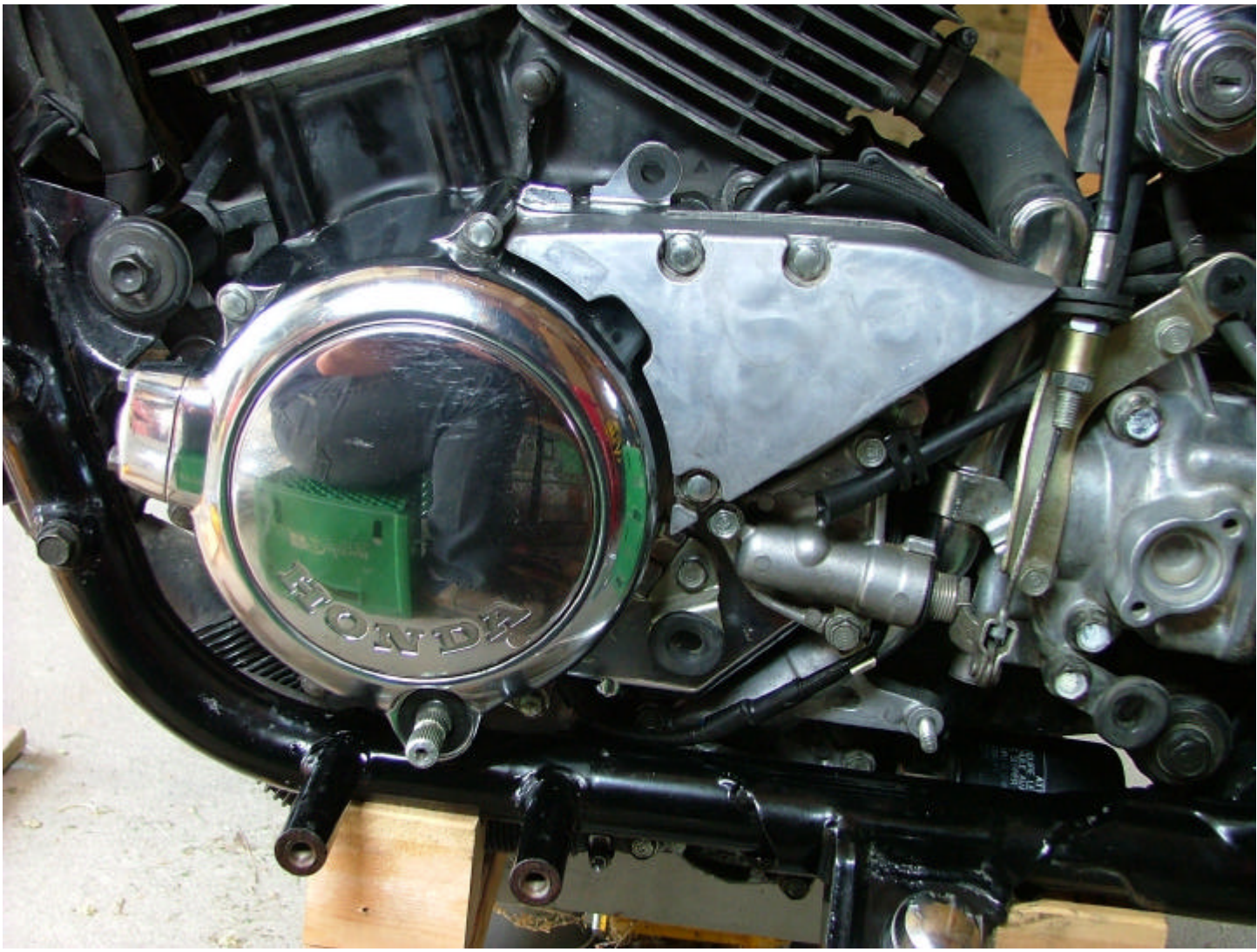
- The Service Manual recommends unbolting the breather joint from the crankcase cover but that is more difficult and unnecessary; it's much easier to just loosen the spring clamp and disconnect the rubber hose.

Page 6

The "dress up to make it look pretty" cover is identified as the left crankcase rear cover in the Service Manual. It is held on by **MORE** than one nut! There are also 2 spring clips (and washers) that hold it on place:

The clips are in front of the pieces of paper – placed to make the clips stand out in the photo. Pull the clips before or after removing the nut. Be careful to retrieve the washers that are between the clips and the rubber grommets.

Photo with left crankcase rear cover removed:



After removing the clutch cable, the clutch lifter arm (identified as the “tension assemble” in the repair instructions) should be removed; 2 of the **3** (instructions state only 2) bolts holding it in place go through the crankcase cover. Note the location of the dowel pin.

The lifter rod under the lifter arm should **NOT** be removed. (If it is removed and the orientation is not carefully noted, the correct orientation can be found at the beginning of the clutch installation instructions in the Service Manual.)

The starter gear cover is retained by 4 bolts; (at least) 1 goes through the crankcase cover. Note the locations of the 2 dowel pins.

Photo with the clutch lifter arm and the starter gear cover removed:

Note the end of the lifter arm.

The two starter gears (the drive gear on the right and he torque limiter on the left) **must** be removed. I believe that “Wrap both with a rag put a cloth to absorb excess oil – **DON’T** spray them with brake cleaner – the ends must have oil on them or you will have a **LOT** of trouble putting them back in.” is meant to be instructions on these two gears.

There are 7 bolts retaining the crankcase cover at this point, including the “hidden” one. (All seven are visible in the previous photo but the two on the lower left are partially obscured.)

The instructions understate the difficulty of removing the crankcase cover; it will likely be necessary to use a pry bar AND a rubber mallet and take a while and effort to loosen the gasket. The cover will NOT move easily even if all the bolts have been removed – at least not at first. But it is VERY important to be sure all 7 bolts have been removed!

Page 7

The instructions for the guide plug are “remove & install the new O-ring” but the initial parts list included a new guide plug; if a new guide plug was purchased, there is no need to remove the old one.

Page 8

I believe the item identified as the “lower oil pressure sensor” is actually the neutral switch; it is shown in Figure 8.

Page 9

A note on correctly orienting the shifter shaft seal may be helpful -- although someone who can’t figure that out probably shouldn’t be attempting this repair.

Page 10

No mention of the cardboard is made after page 3; I believe that this is the appropriate place to insert the instructions – after the “dry fit” trials but before the actual re-assembly. Rather than cardboard, I used a small piece of *egrips*

and used weatherstrip adhesive to attach it to the crankcase cover; time will tell if it can withstand the heat of the engine.

Weather is spelled incorrectly in “whether strip adhesive”.

Weatherstrip adhesive seems unnecessary; RTV gasket sealant would seem to be a better choice and will adequately hold the gasket in place.

The neutral switch is again mis-identified as the oil pressure switch.

The 7 bolts that retain the crankcase cover should be torqued to 12 N-m/9 lb-ft. The “sealer” that should coat each one should be identified as thread sealer.

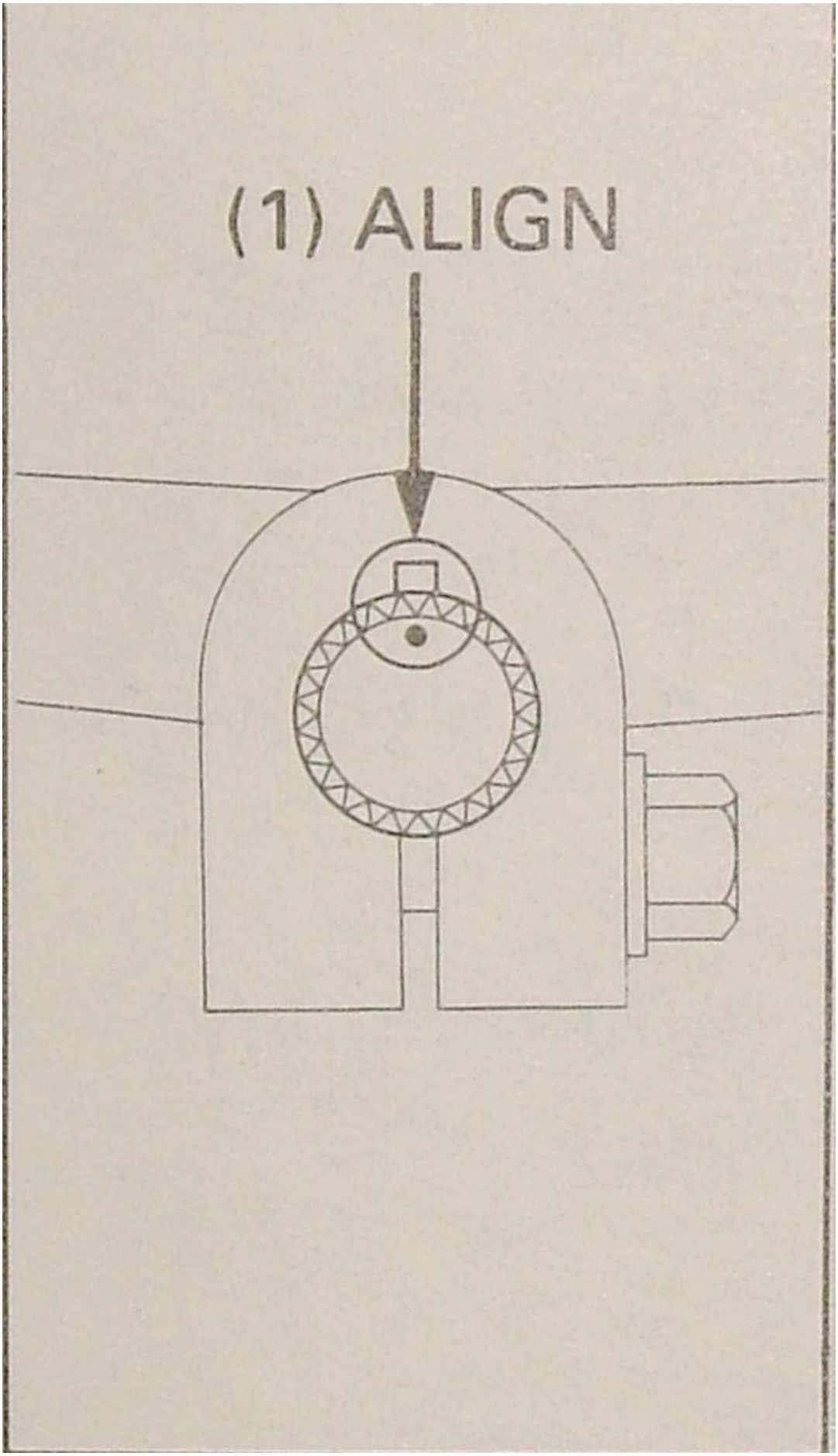
Relaxing at this point is NOT appropriate as there are still *at least* 3 bolts (identified above) that should be installed and tightened to the proper torque spec before the gasket sealant cures.

The 4 bolts that retain the starter gear cover should be torqued to 12 N-m/9 lb-ft. *Thread* sealer should be applied to each. I did not notice an “extra” hole.

The clutch lifter arm (listed as the tension assembly) should have been removed earlier so it should be re-installed with a new O-ring. I found it easy to install the clutch cable with the lifter arm bolted in place.

The 3 bolts that retain the clutch lifter arm should be torqued to 12 N-m/9 lb-ft. If the lifter rod was removed, be sure it is oriented properly first. Thread sealer should be applied to each.

The gearshift lever pinch bolt on my bike should be torqued to 23N-m/17 lb-ft after being aligned correctly. Alignment per the Service Manual:


(1) ALIGN

(My bike has the heel-toe shifter.)

The footpeg bolts should be torqued to 27 N-m/20 lb-ft.

The retaining nut on the left crankcase rear (“dress up to make it look pretty”) cover should be torqued to 12 N-m/9 lb-ft. Don’t forget the 2 clips AND the 2 washers.