

## GENERAL INFORMATION

ITEM		SPECIFICATIONS		
ENGINE	Cylinder arrangement	Single cylinder, longitudinally installed		
	Bore and stroke	92.0 x 71.5 mm (3.62 x 2.81 in)		
	Displacement	475 cm <sup>3</sup> (29.0 cu-in)		
	Compression ratio	9.5:1		
	Valve train	OHV		
	Intake valve	opens: at 1 mm (0.04 in) lift	9° BTDC	
		closes: at 1 mm (0.04 in) lift	46° ABDC	
	Exhaust valve	opens: at 1 mm (0.04 in) lift	46° BBDC	
		closes: at 1 mm (0.04 in) lift	4° ATDC	
	Lubrication system	Forced pressure and wet sump		
	Oil pump type	Trochoid		
	Cooling system	Liquid cooled		
	Air filtration	Oiled double urethane foam		
	Engine dry weight	'15 - '16	52.7 kg (116.2 lbs)	
After '16		52.6 kg (116.0 lbs)		
FUEL DELIVERY SYSTEM	Type	PGM-FI		
	Throttle bore	36 mm (1.4 in)		
DRIVE TRAIN	Clutch system	Centrifugal and multi-plate, wet		
	Clutch operation system	Automatic		
	Transmission	Constant mesh, 5-speeds with reverse		
	Primary reduction	2.103 (61/29)		
	Secondary reduction	'15 - '16	1.875 (30/16)	
		After '16	1.818 (40/22)	
	Final reduction	Front	4.077 (53/13)	
		Rear	4.077 (53/13)	
	Gear ratio	L ('15 - '16)		
		1st (After '16)	3.615 (47/13)	
		2nd	2.388 (43/18)	
		3rd	1.608 (37/23)	
		4th	1.178 (33/28)	
		5th	'15 - '16	0.848 (28/33)
			After '16	0.875 (28/32)
	Reverse	'15 - '16	5.743 (48/13 x 28/18)	
		After '16	3.716 (43/18 x 28/18)	
	Gearshift pattern	'15 - '16	R - N - L - 2 - 3 - 4 - 5	
		After '16	R - N - 1 - 2 - 3 - 4 - 5	
		Electric shift (gearshift paddle operated) return system		
ELECTRICAL	Ignition system	Full transistorized ignition		
	Starting system	Electric starter motor		
	Charging system	Triple phase output alternator		
	Regulator/rectifier	FET shorted, triple phase full wave rectification		
	Lighting system	Battery		

## PGM-FI SYSTEM SPECIFICATIONS

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IAT sensor resistance (40°C/104°F)	1.0 - 1.3 kΩ
ECT sensor resistance (40°C/104°F)	1.0 - 1.3 kΩ
Fuel injector resistance (20°C/68°F)	11.4 - 12.6 Ω