

## 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)		4.230 (55/13)
		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