

THE HONDA V-TWIN ENGINE

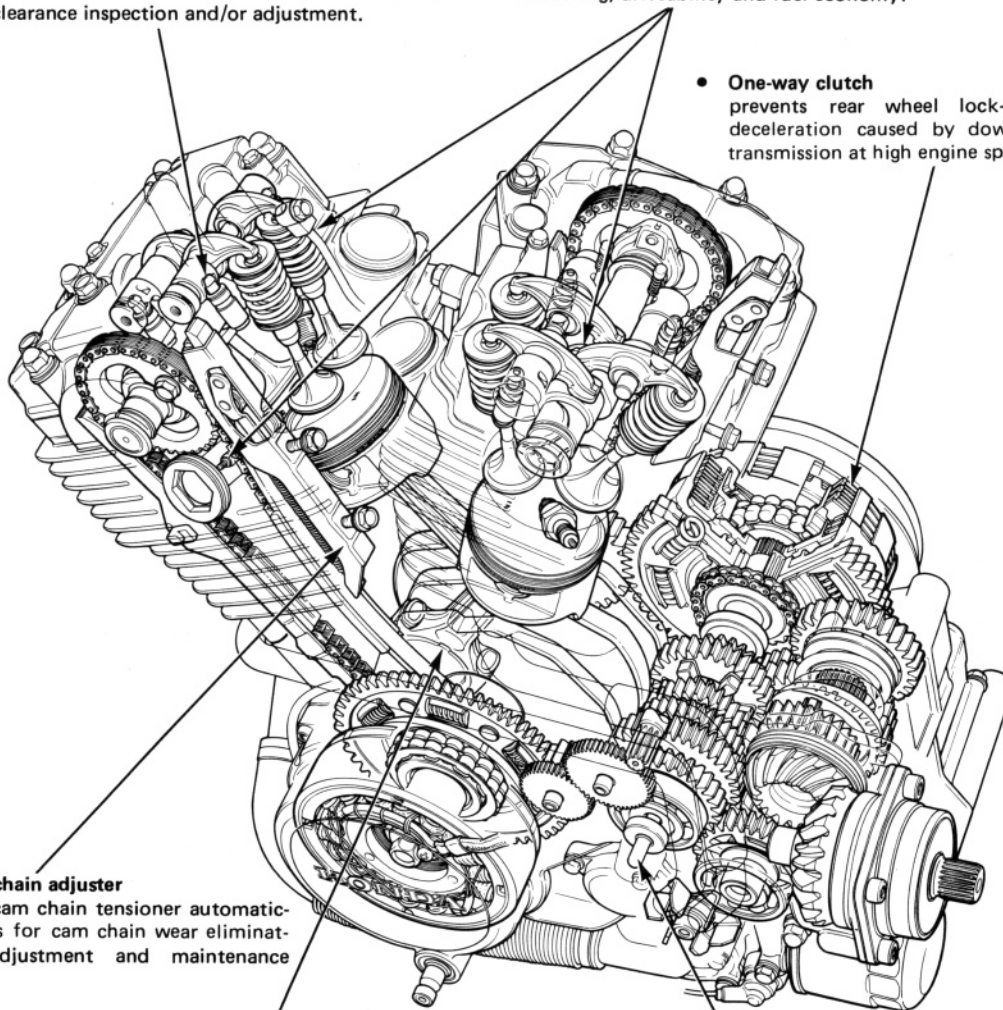
1983 shall be known as the year in motor history that Honda introduced their line of V-twin engines. Although the V-twin engine is not new to motocycling, Honda has refined the design more than any other manufacturer. With liquid cooling, hydraulic valve tappets, a one-way clutch that helps prevent rear wheel lock-up and an off-set crankshaft that is designed to virtually eliminate primary imbalance; Honda's V-twin engine can be considered a new design.

Characteristics

- **Hydraulic valve adjuster system**
are used for the first time in a Honda engine. They eliminate the need for periodic valve clearance inspection and/or adjustment.

- **3 valves/2 spark plugs**
Per cylinder provides highly efficient engine breathing, driveability and fuel economy.

- **One-way clutch**
prevents rear wheel lock-up during rapid deceleration caused by down shifting of the transmission at high engine speed.



- **Automatic cam chain adjuster**
The automatic cam chain tensioner automatically compensates for cam chain wear eliminating periodic adjustment and maintenance services.

- **Off-set dual-pin crankshaft**
eliminates primary imbalance vibration.

- **Self-adjusted hydraulic clutch**
Hydraulically assisted, the clutch requires a lighter lever pull compared to cable operated motorcycle clutches. This system also provides a consistently smooth feeling when the clutch lever is pulled in and released. The hydraulic system automatically compensates for wear and the only maintenance check required is the hydraulic fluid reservoir level.