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DESCRIPTION

DOHC (Double-Overhead-camshaft) Valve Mechanism

In the DOHC engine, two camshafts are mounted on the cylinder head, one for intake valves and one for exhaust valves. Those pushrods and rocker arms commonly found in conventional OHV or SOHC engines are absent in this engine: specifically, the cams are in direct contact with valve tappets to operate the valves through a shorter path of actuating drive.

This design assures the high responsiveness of valve in high-speed operation to account for the unmatched performance of the GS750 and provides an easy-to-maintenance valve mechanism.

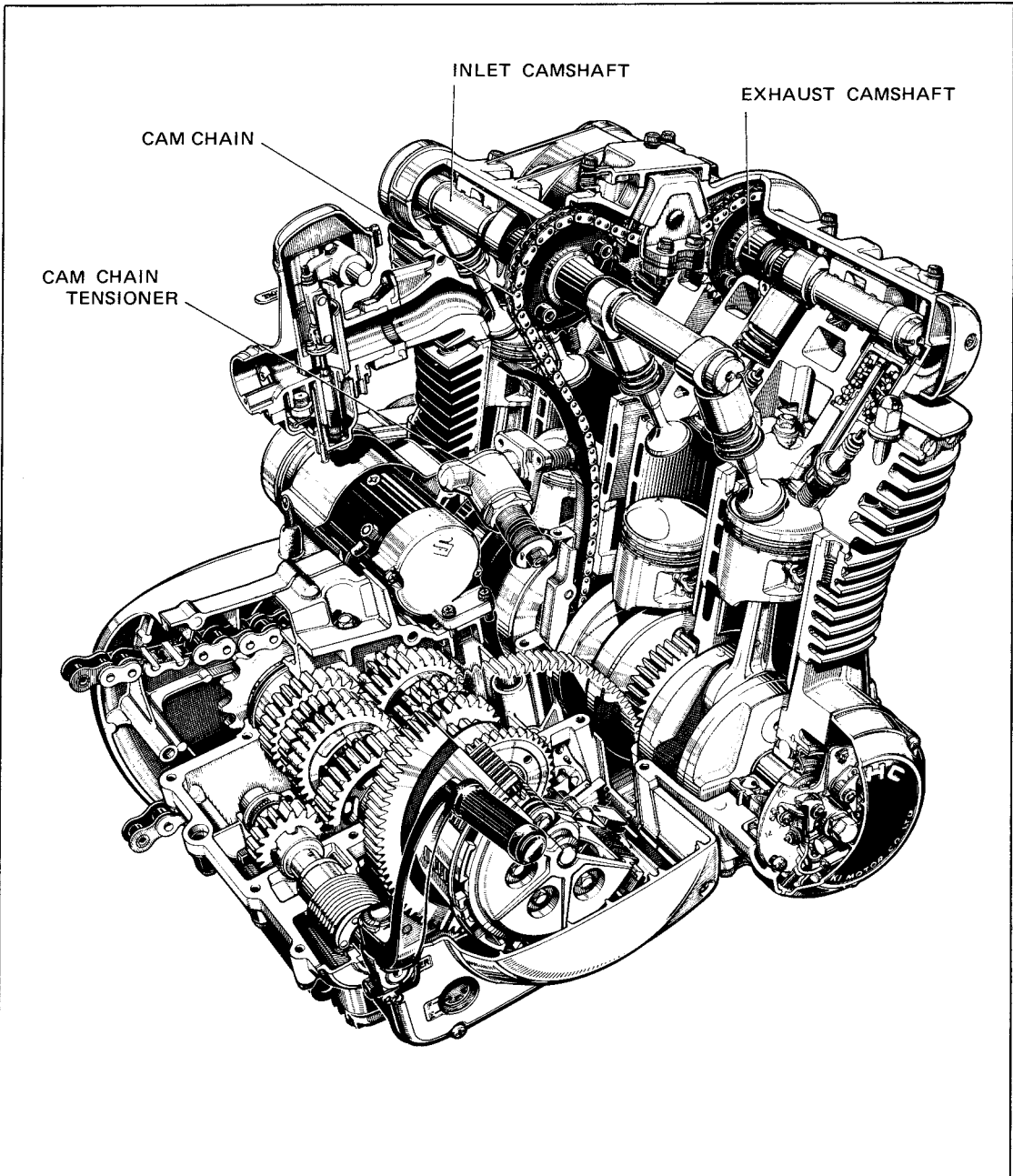


Fig. 1-1

LUBRICATION

The running parts of the engine proper and transmission are lubricated with oil pressure-fed from a trochoid pump driven from the clutch through gears. The large-capacity oil pump, located on the inner side of the clutch, lifts oil from the sump through a metal-screen strainer and forces it through an oil filter and a pressure switch toward engine and transmission.

In the transmission, the oil is guided into the oilways provided in countershaft and drive shaft, and is sprayed out through oil holes to lubricate the gears and bearings.

In the engine, the oil flows first into a gallery drilled out in the crankcase wall, from which it is distributed to crankshaft and, through upward oilways, to cylinder head for valve mechanism lubrication.

All the paths of this pressure-fed oil are in the form of drilled holes and cast-out pockets.

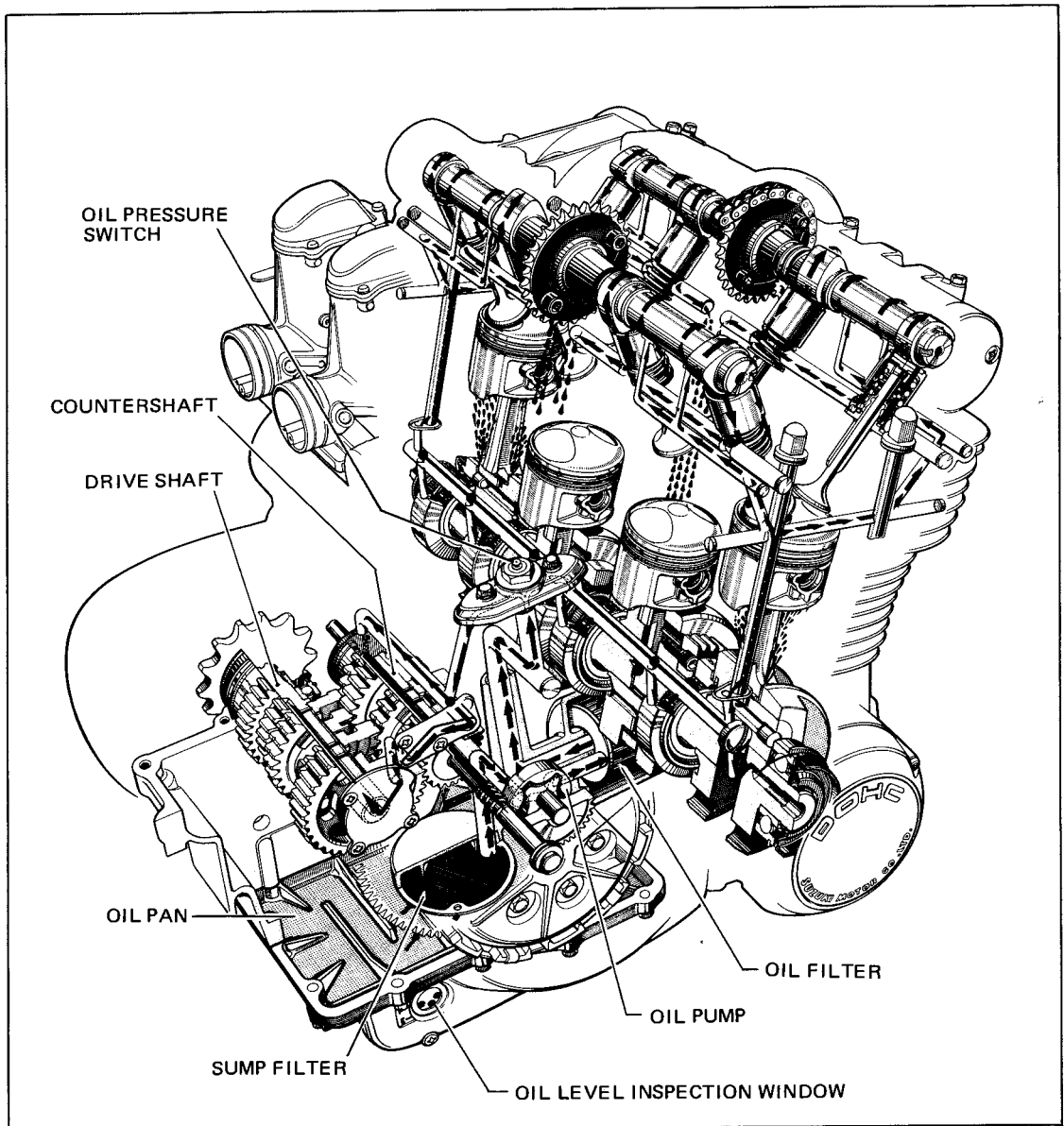


Fig. 1-2

BLOWBY GAS RECYCLING

Blowby gases in the crank case are constantly drawn into the chain chamber provided in the middle section of the cylinder block. The top section of this chamber is communicated to the air cleaner assembly through a rubber tube. In the cleaner, the gases merge with incoming air and thus are recycled to the engine through the normal intake system.

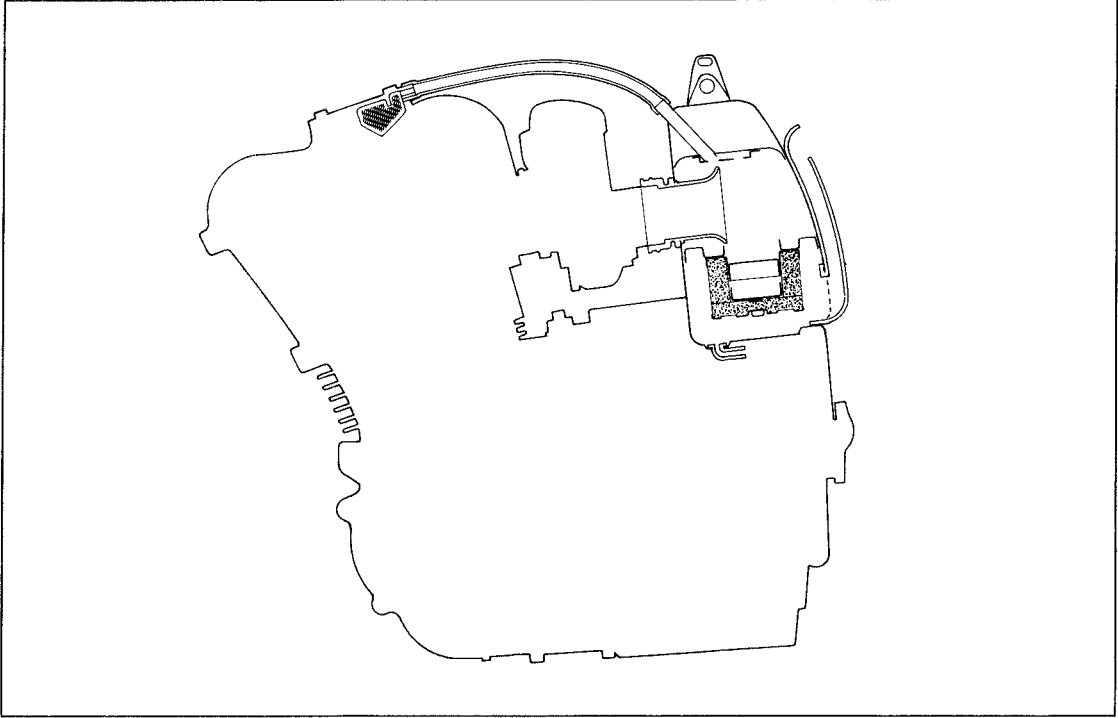


Fig. 1-3

ENGINE COMPONENTS REMOVABLE FROM THE ENGINE IN PLACE

