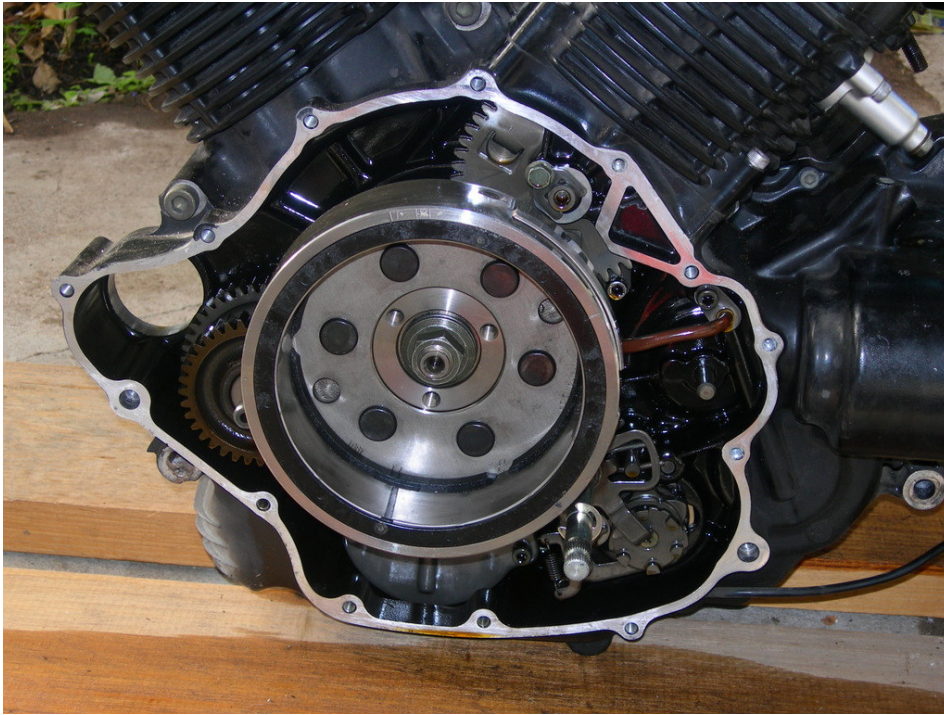
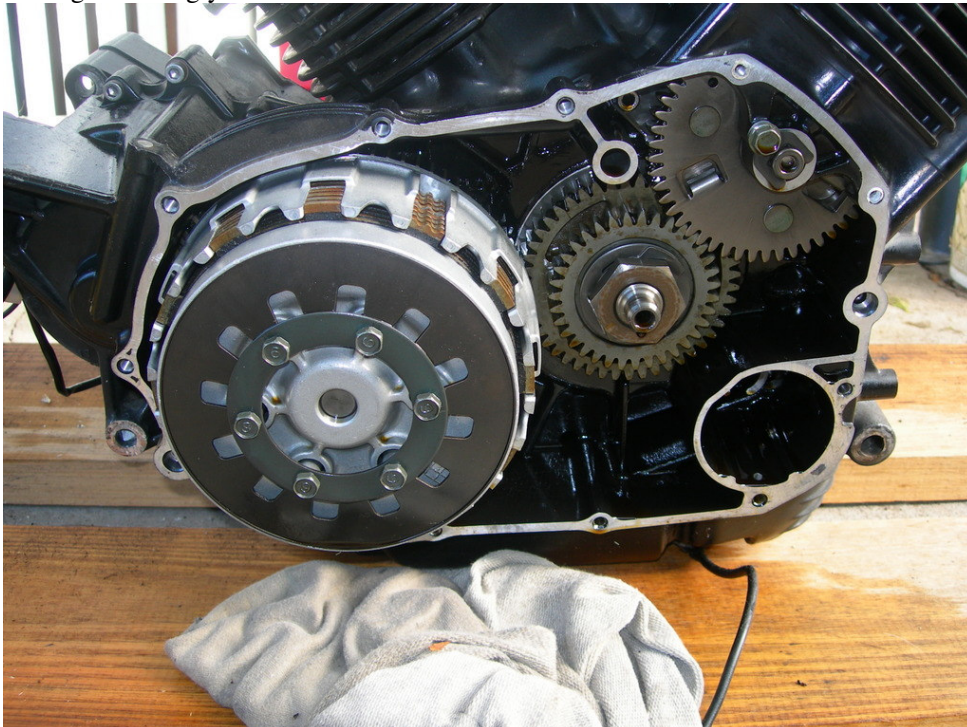


TIMING THE V-Star 1100

If you have rotated the Crank and moved the TDC then you've only got one choice to guarantee accuracy... Remove the Clutch Side Cover and rotate the crankshaft, making sure the Cam Chains remain tight so you don't kink them...and keep rotating until the front cylinder Crankshaft sprocket alignment dots match up. At that point your Flywheel should also be TDC with the 'I' mark showing on the timing point.



You can see in the photo above the Timing Marks. The Flywheel above is current set for TDC on Front Cylinder. Below is the inside of the Clutch Cover (Right Hand Side) and the cogs at the Front of the engine are the Crank and Camshaft Chain-Drive. They have Timing Indents which align after every 12 revolutions of the engine...once they are aligned your front cylinder is definitely at TDC and you can then set your Cam Timing accordingly.

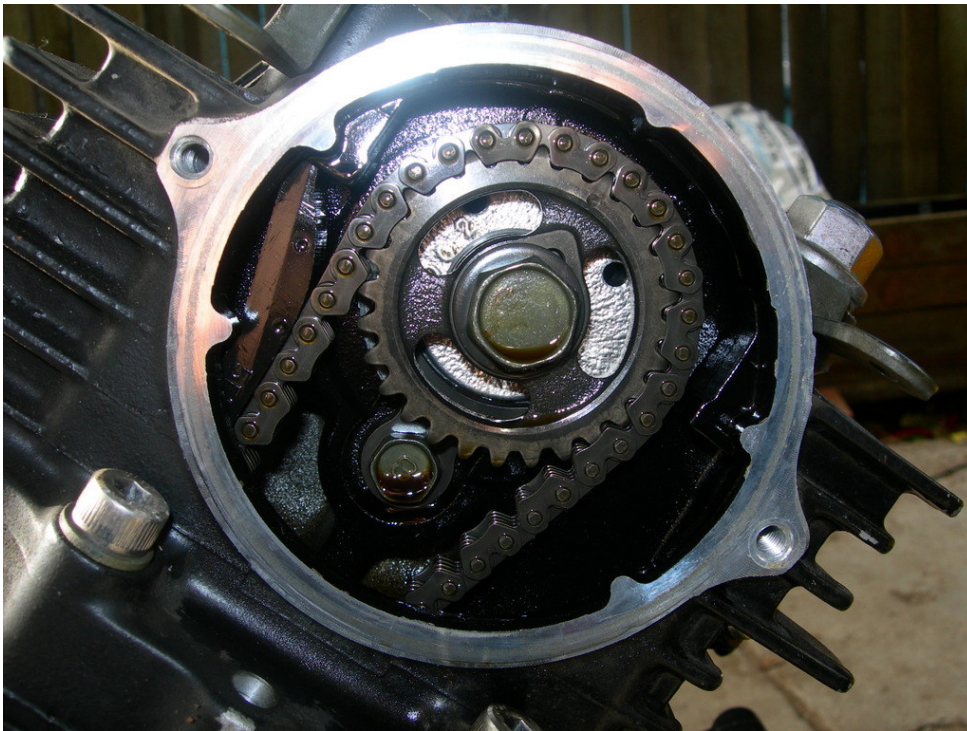


TIMING THE V-Star 1100

Install your Front CAM with the timing point aimed at the Centre mark



Install your Rear CAM with the timing point aimed at the Centre mark



Hints and Tips:

After you detach the sprocket from the CAM SHAFT you need to keep it tight to reduce risk of kinking the chain. Keep the sprocket and chain assembled and using a narrow blade/Philips head screwdriver to insert through the sprocket centre hole into the hole where the bolt goes to maintain the tension when rotating the engine. The last thing you want/need is to loose your chain down into the engine cavity....or for it to come of the lower teeth sprocket.

Timing the REAR Cylinder:

The following is extract from page 60 of the Clymer manual on Rear Cylinder timing.

"The rear cylinder is at TDC on the Compression Stroke when the T-mark on the flywheel aligns with the cutout in the alternator cover and when the timing mark on the Rear Cam Sprocket aligns with the pointer on the rear cylinder.

Make sure the cylinder is at TDC by pressing each rocker arm. The intake and exhaust rocker arms should have free play. If both arms do not have free play then rotate the engine another 360 degrees until they do."

If your Flywheel is on TDC and your rear sprocket mark is out of alignment then adjust as previously advised before progressing to the Front Cylinder.

To now check if the Front is also in time, you simply rotate the engine another 270 degrees, or 3/4 of a rotation, and the front cylinder timing mark should now show in the cutout window and the cam sprocket pointer should be aligned.

Now return to the Rear Cylinder TDC to double check one last time by rotating the engine another 450 degrees (1-1/4 turns).