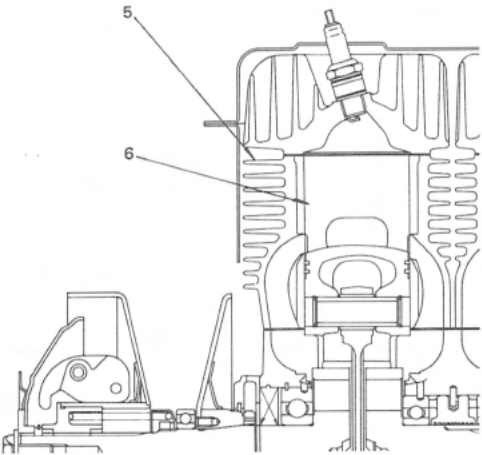
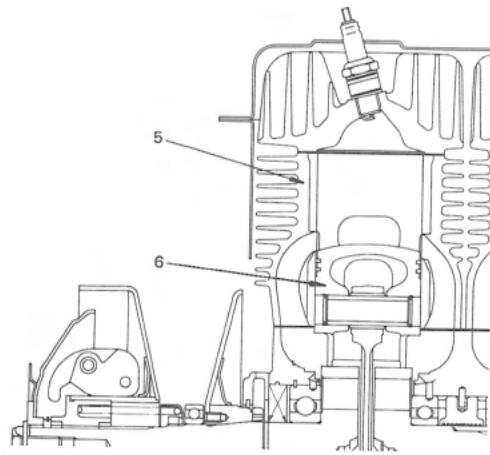


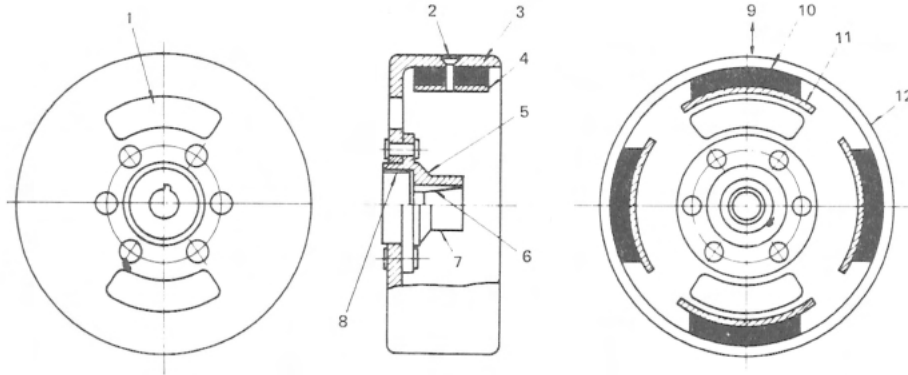
# ERRATA

Referring to SL338F/SL433F Service Manual, it is requested to make corrections as follows:

PAGE	LINE	INCORRECT	CORRECT
1	12	Engine: Displacement SL338F 433 cc	Engine: Displacement SL338F 338 cc
P. 2		INCORRECT	CORRECT
		<p><b>1-2 Construction</b></p> <p><b>1-2-1 Engine</b></p>  <p>5. Cylinder 6. Piston</p> <p>Fig. 1-1</p>	<p><b>1-2 Construction</b></p> <p><b>1-2-1 Engine</b></p>  <p>5. Cylinder 6. Piston</p> <p>Fig. 1-1</p>

P. 4

INCORRECT



- 1. Ignition timing adjusting hole
- 2. Stop screw
- 3. Flywheel magneto
- 4. Pole core

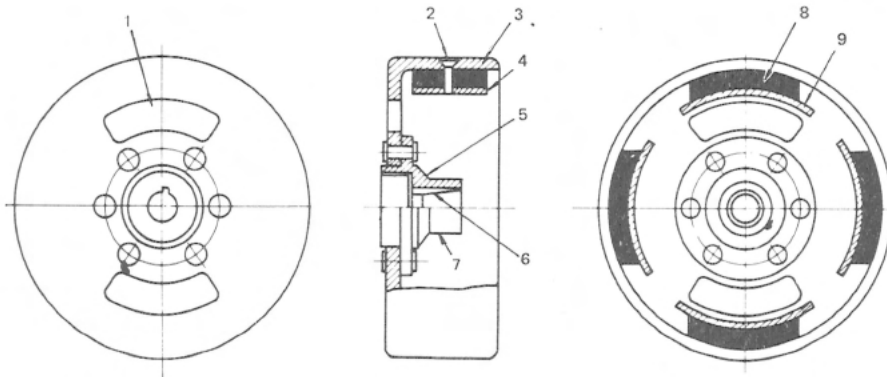
- 5. Center piece
- 6. Taper
- 7. Cam
- 8. Snap screw

- 9. Magnetized direction
- 10. Flywheel magneto
- 11. Pole core
- 12. Iron

Fig. 1-4

P. 4

CORRECT

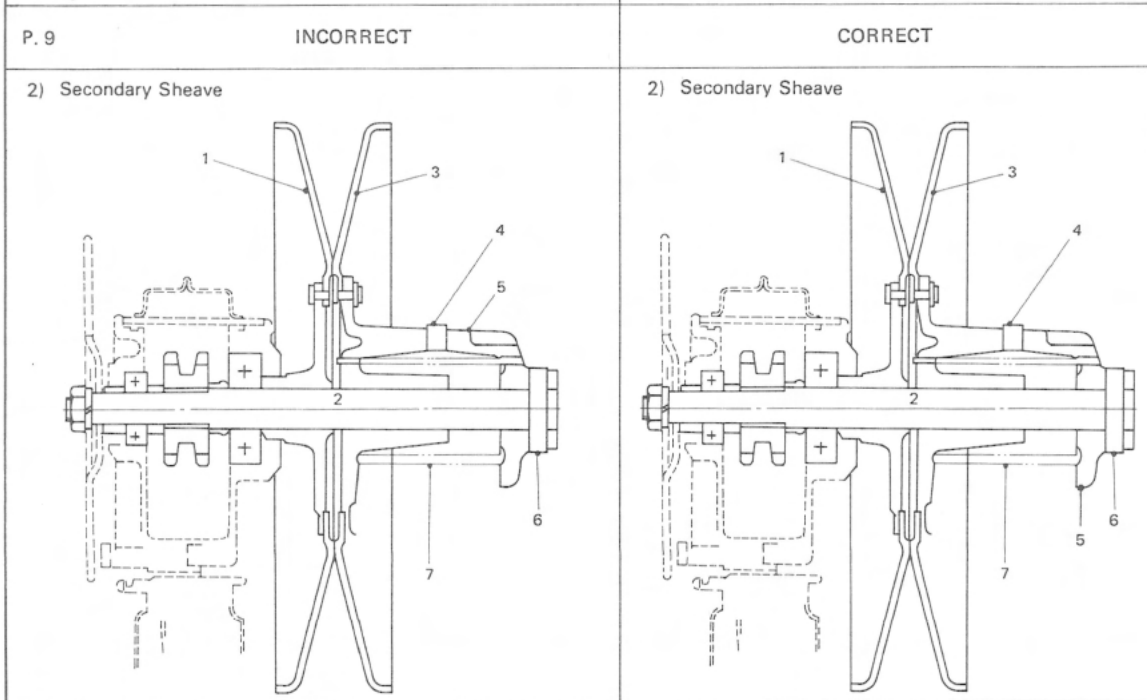
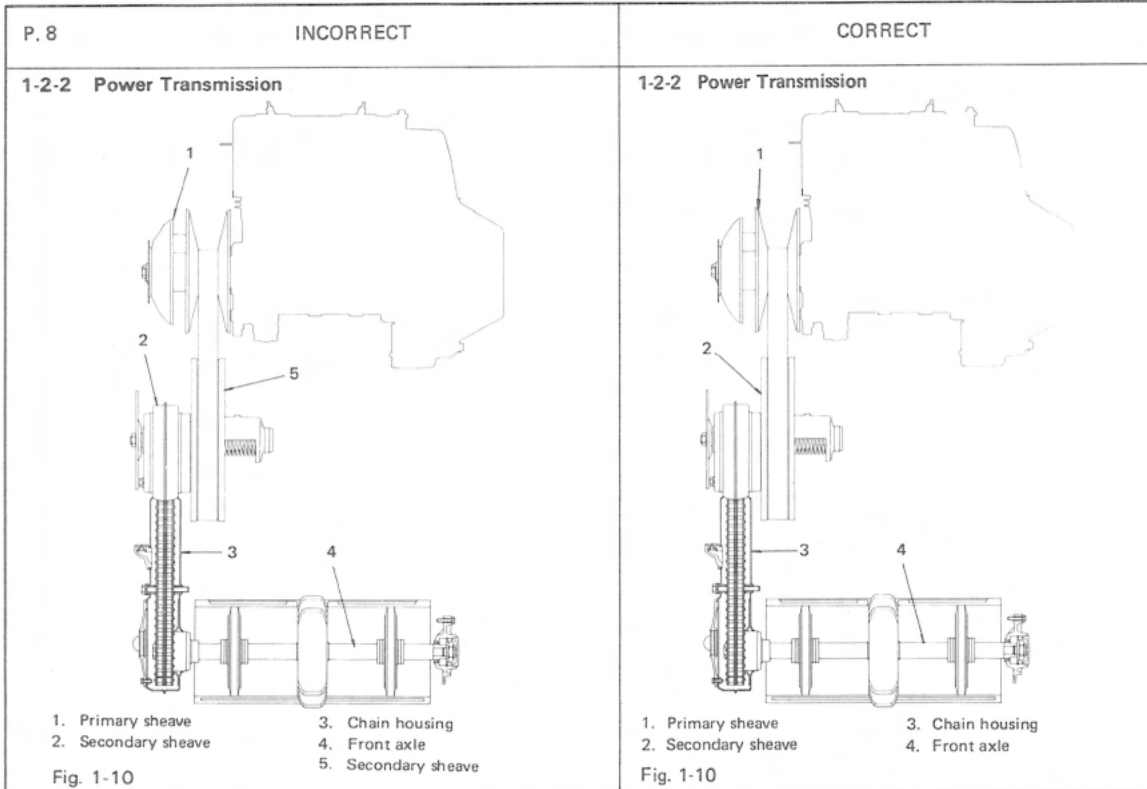


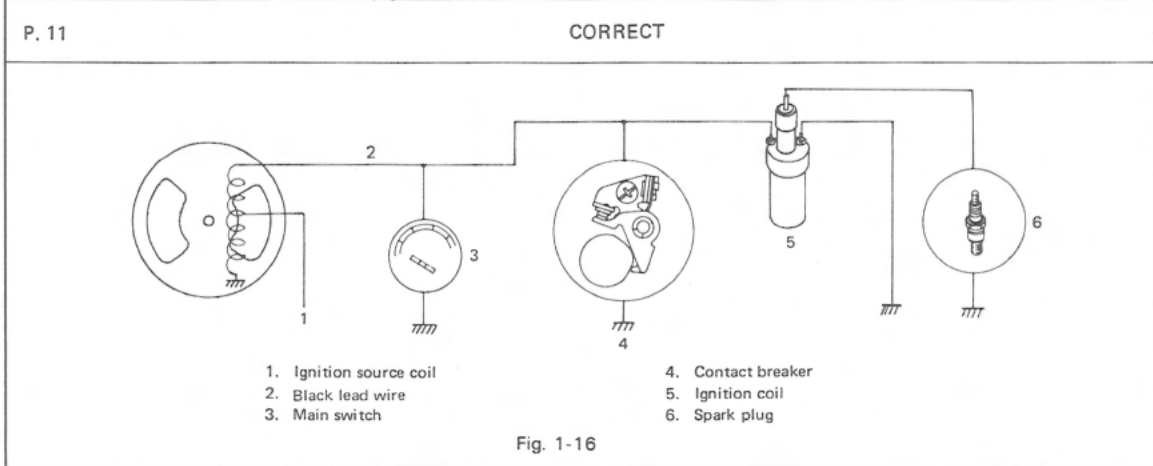
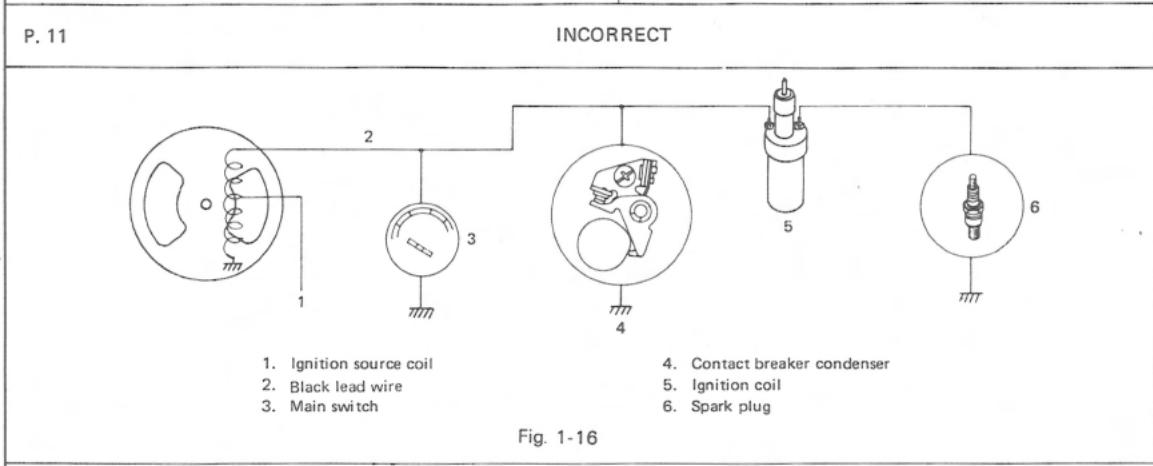
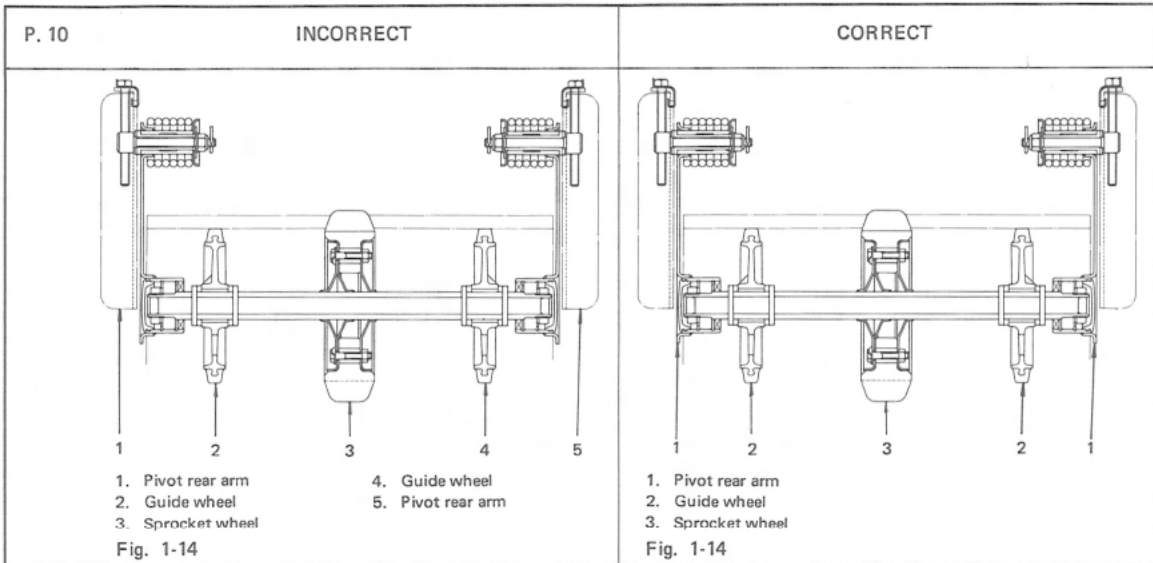
- 1. Ignition timing adjusting hole
- 2. Stop screw
- 3. Flywheel
- 4. Pole core

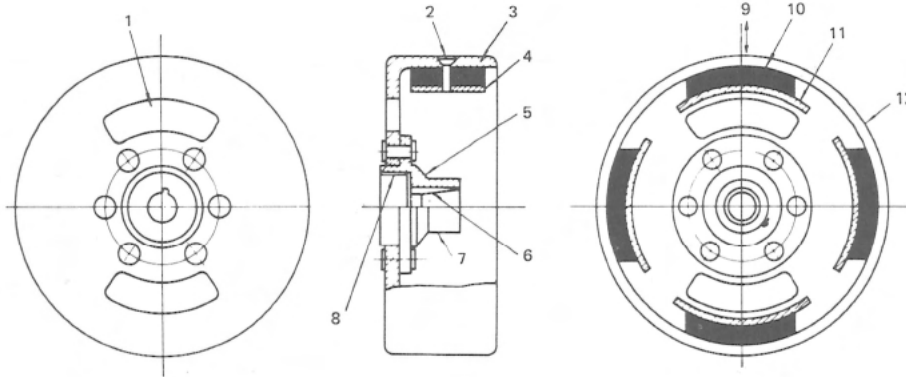
- 5. Center piece
- 6. Taper
- 7. Cam

- 8. Magnet
- 9. Pole core

Fig. 1-4





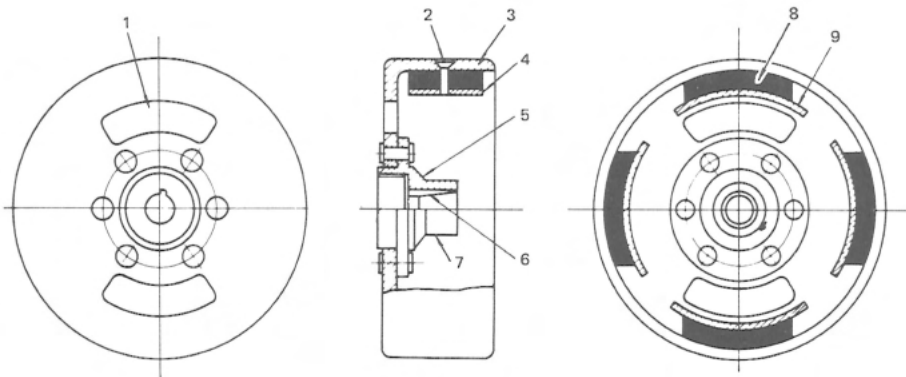


- 1. Ignition timing adjusting hole
- 2. Stop screw
- 3. Flywheel magneto
- 4. Pole core

- 5. Center piece
- 6. Taper
- 7. Cam
- 8. Snap screw

- 9. Direction
- 10. Flywheel magneto
- 11. Pole core
- 12. Iron

Fig. 1-22

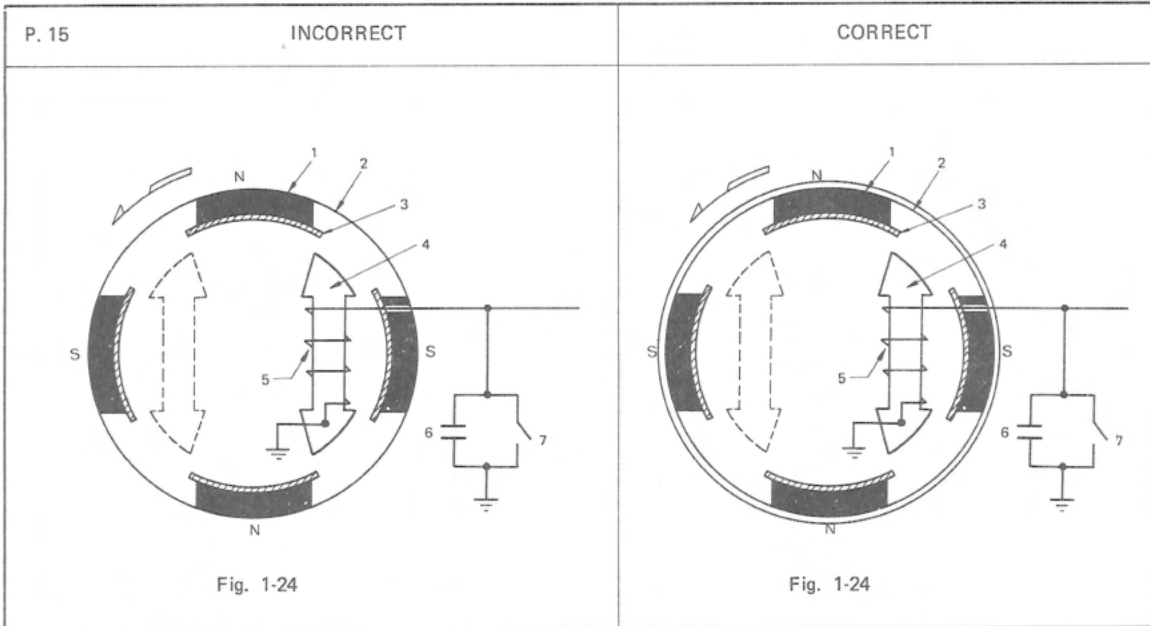


- 1. Ignition timing adjusting hole
- 2. Stop screw
- 3. Flywheel
- 4. Pole core

- 5. Center piece
- 6. Taper
- 7. Cam

- 8. Magnet
- 9. Pole core

Fig. 1-22

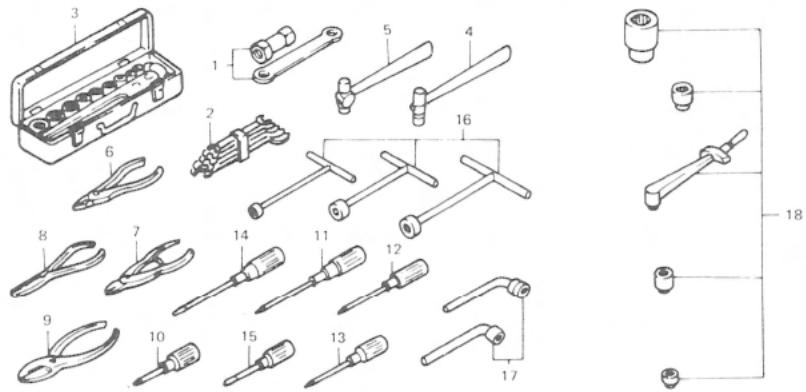


PAGE	LINE	INCORRECT	CORRECT
16	19~21	3-a. Magneto puller body 3-b. Magneto puller screw 3-c. Magneto puller attachment	3-a. Magnet puller body 3-b. Magnet puller screw 3-c. Magnet puller attachment

P. 17

INCORRECT

3) General Tools



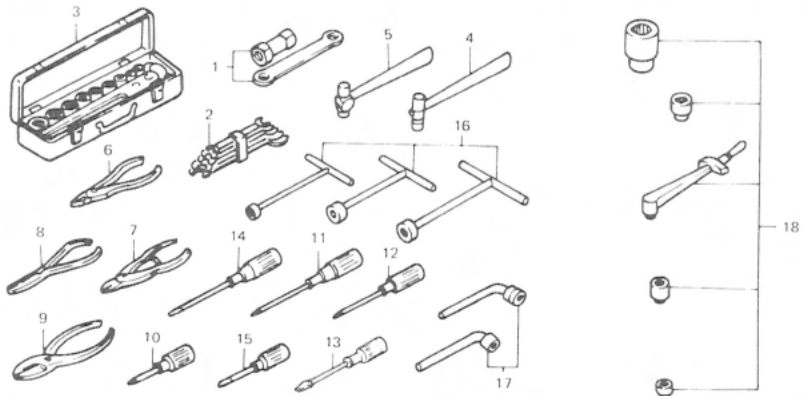
- |                             |  |
|-----------------------------|--|
| 1. Plug wrench              | 10. Phillips-head screwdriver          |
| 2. Set of open-end wrenches | 11. Phillips-head screwdriver (large)  |
| 3. Set of socket wrenches   | 12. Phillips-head screwdriver (medium) |
| 4. Soft-faced hammer        | 13. Phillips-head screwdriver (small)  |
| 5. Steel hammer             | 14. Slotted-head screwdriver (medium)  |
| 6. Circlip pliers (ST type) | 15. Slotted-head screwdriver           |
| 7. Circlip pliers (RT type) | 16. T-handle socket wrench             |
| 8. Needle-nose pliers       | 17. L-handle socket wrench             |
| 9. Pliers                   | 18. Torque wrench and sockets          |

Fig. 1-30

P. 17

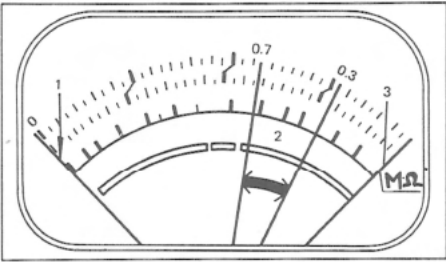
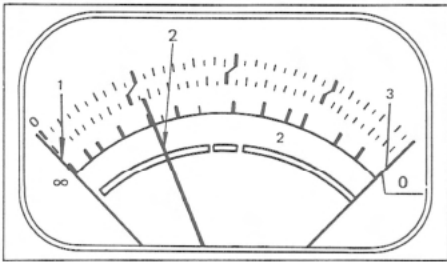
CORRECT

3) General Tools

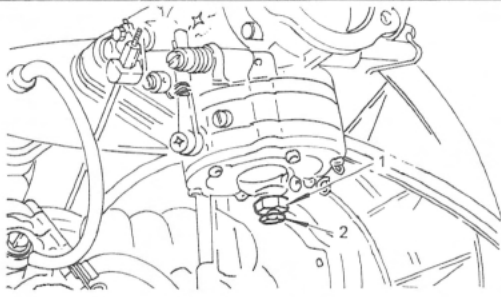
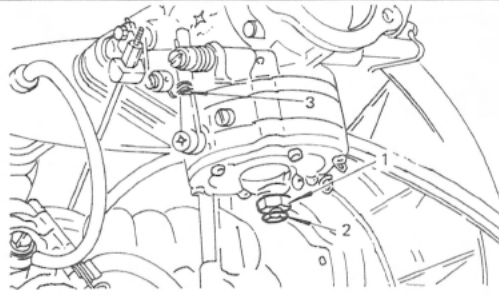
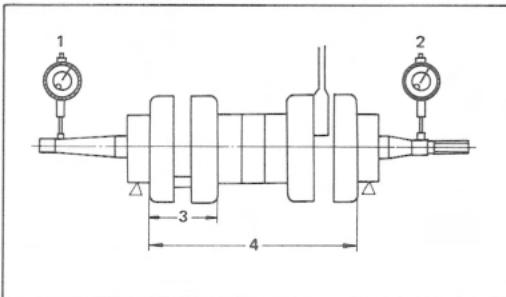


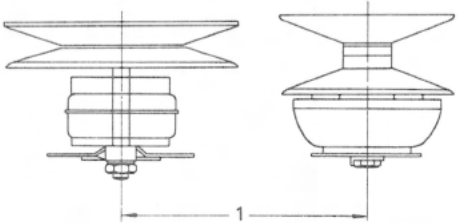
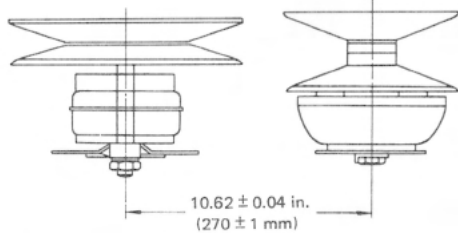
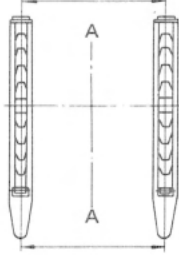
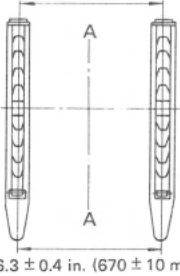
- |                             |                                   |
|-----------------------------|-----------------------------------|
| 1. Plug wrench              | 10. Phillips-head screwdriver (S) |
| 2. Set of open-end wrenches | 11. Phillips-head screwdriver (L) |
| 3. Set of socket wrenches   | 12. Phillips-head screwdriver (M) |
| 4. Soft-faced hammer        | 13. Slotted head screwdriver (M)  |
| 5. Steel hammer             | 14. Slotted head screwdriver (L)  |
| 6. Circlip pliers (ST type) | 15. Slotted head screwdriver (S)  |
| 7. Circlip pliers (RT type) | 16. T-handle socket wrench        |
| 8. Needle-nose pliers       | 17. L-handle socket wrench        |
| 9. Pliers                   | 18. Torque wrench and sockets     |

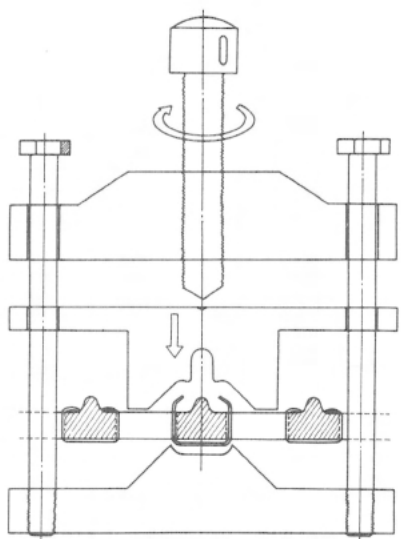
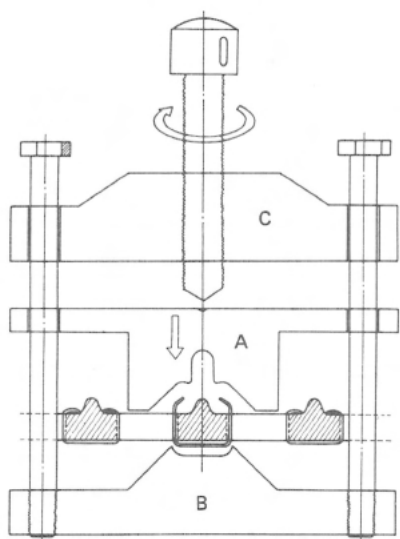
Fig. 1-30

PAGE	LINE	INCORRECT	CORRECT
20	14	(6) Removing the V-belt 1) Remove the drive belt guard shroud.	(6) Removing the V-belt 1) Remove the drive guard.
29	5 13 18 19	Flywheel magneto puller magneto mounting nut (3) Using the flywheel magneto remove the flywheel magneto	Flywheel magnet puller magnet mounting nut (3) Using the flywheel magnet remove the flywheel magnet
30	23	(3) Stator 1) Ignition source coil Ignition source coil resistance: 1,788 ohm at 20°C.	(3) Stator 1) Ignition source coil Ignition source coil resistance: 2.2Ω at 20°C.
32		 <p>1. Punctured                      3. Broken wire 2. Good condition</p> <p>Fig. 2-45</p>	 <p>1. Punctured                      3. Dielectric breakdown 2. Good condition</p> <p>Fig. 2-45</p>
32	8~14  9 14	<p>Fig. 2-44 If the needle swings sharply the moment that the condenser is connected, and returns to stay pointing 3 M ohms or more, the condenser is considered to be in good condition. If the needle will not swing at all, the condenser wire is broken. If the needle swings and stays pointing the uppermost reading, the condenser is considered to be punctured.</p> <p>b) Measuring the capacity Using the tester (uF), Before the measurement, set the tester to specified capacity (0.25uF or 0.30uF).</p>	<p>Fig. 2-44 If the needle swings sharply the moment that the condenser is connected, and returns to stay pointing 3 MΩ or more, the condenser is considered to be in good condition. If the needle will not swing at all, the condenser is punctured. If the needle swings and stays pointing the uppermost reading, inside the condenser is considered to be dielectric breakdown.</p> <p>b) Measuring the capacity Using the tester (μF), Before the measurement, set the tester to specified capacity (0.25μF).</p>
32	Fig. 2-46	<p>1. Condenser capacity 2. Test</p>	<p>1. Test 2. Condenser capacity</p>



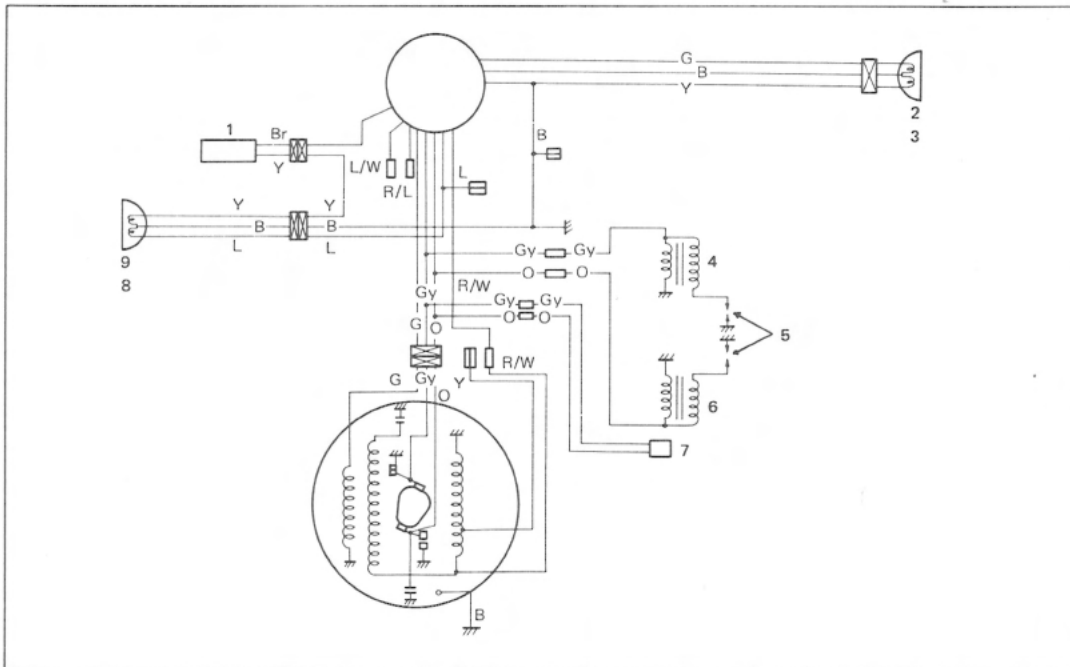
P. 37		INCORRECT		CORRECT																																									
																																													
1. Lock nut Fig. 2-56		2. Adjusting screw		1. Lock nut Fig. 2-56		2. Adjusting screw 3. Fuel level pipe																																							
PAGE	LINE	INCORRECT		CORRECT																																									
38	4	The slow adjusting screw should be backed off 7/8 turn from a lightly seated position.		The slow adjusting screw should be backed off 1.0 turn from a lightly seated position.																																									
P. 48		<table border="1" data-bbox="300 766 812 871"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Standard</th> <th colspan="2">Wear Limit</th> </tr> <tr> <th>SL338F</th> <th>SL433F</th> <th>SL338F</th> <th>SL433F</th> </tr> </thead> <tbody> <tr> <td>Cylinder Bore (mm)</td> <td>60.00</td> <td>60.00</td> <td>60.10</td> <td>68.10</td> </tr> <tr> <td>Cylinder Taper (mm)</td> <td>0.005</td> <td>0.005</td> <td>0.5</td> <td>0.5</td> </tr> </tbody> </table>			Standard		Wear Limit		SL338F	SL433F	SL338F	SL433F	Cylinder Bore (mm)	60.00	60.00	60.10	68.10	Cylinder Taper (mm)	0.005	0.005	0.5	0.5	<table border="1" data-bbox="852 766 1364 871"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Standard</th> <th colspan="2">Wear Limit</th> </tr> <tr> <th>SL338F</th> <th>SL433F</th> <th>SL338F</th> <th>SL433F</th> </tr> </thead> <tbody> <tr> <td>Cylinder Bore (mm)</td> <td>60.00</td> <td>68.00</td> <td>60.10</td> <td>68.10</td> </tr> <tr> <td>Cylinder Taper (mm)</td> <td>0.005</td> <td>0.005</td> <td>0.05</td> <td>0.05</td> </tr> </tbody> </table>					Standard		Wear Limit		SL338F	SL433F	SL338F	SL433F	Cylinder Bore (mm)	60.00	68.00	60.10	68.10	Cylinder Taper (mm)	0.005	0.005	0.05	0.05
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Cylinder Taper (mm)	0.005	0.005	0.05	0.05																																									
49	1	Correct gap: 0.045 ~ 0.050 mm		Ring end gap: 0.3 ~ 0.4 mm																																									
P.50		INCORRECT		CORRECT																																									
Measuring point: Main bearing on flywheel side Main bearing on primary sheave side				Measuring point: Main bearing on flywheel side Main bearing on primary sheave side																																									
1. Within 0.05 mm 2. Within 0.05 mm 3. Width of assembled crankshaft measured value: 56 ± 0.5 mm (2.187 ± 0.0185") 4. Width of assembled crankshaft measured value: 174 ± 0.1 mm (6.396 ± 0.0037") Fig. 2-87				1. Within 0.03 mm 2. Within 0.03 mm 3. Width of assembled crankshaft measured value: 56 <sup>+0</sup> <sub>-0.05</sub> mm (2.180 <sup>+0</sup> <sub>-0.002</sub> ") 4. Width of assembled crankshaft measured value: 174 ± 0.1 mm (6.850 ± 0.004") (SL433F) 164 ± 0.1 mm (6.457 ± 0.004") (SL338F) Fig. 2-87																																									

P. 56	INCORRECT	CORRECT
		
P. 78	INCORRECT	CORRECT
		

PAGE	LINE	INCORRECT	CORRECT
P. 69		INCORRECT	CORRECT
 <p data-bbox="519 892 609 924">Fig. 3-44</p>		 <p data-bbox="1079 892 1169 924">Fig. 3-44</p>	

### Chapter 5. Electrical System

#### 5-1 Wiring Diagram



1. Stop sw
2. High 12V 60W
3. Low 12V 60W
4. Right-hand ignition coil
5. Spark plug
6. Left-hand ignition coil
7. Kill sw
8. Tail lamp 12V 8W
9. Stop lamp 12V 23W

	Gy-O	G-Br	R-Y-L-Br	R-G/W-L-Br
OFF	○	X	X	X
1	X	○	X	X
2	X	X	○	X
3	X	X	X	○

Fig. 5-1

CORRECT

## Chapter 5. Electrical System

### 5-1 Wiring Diagram

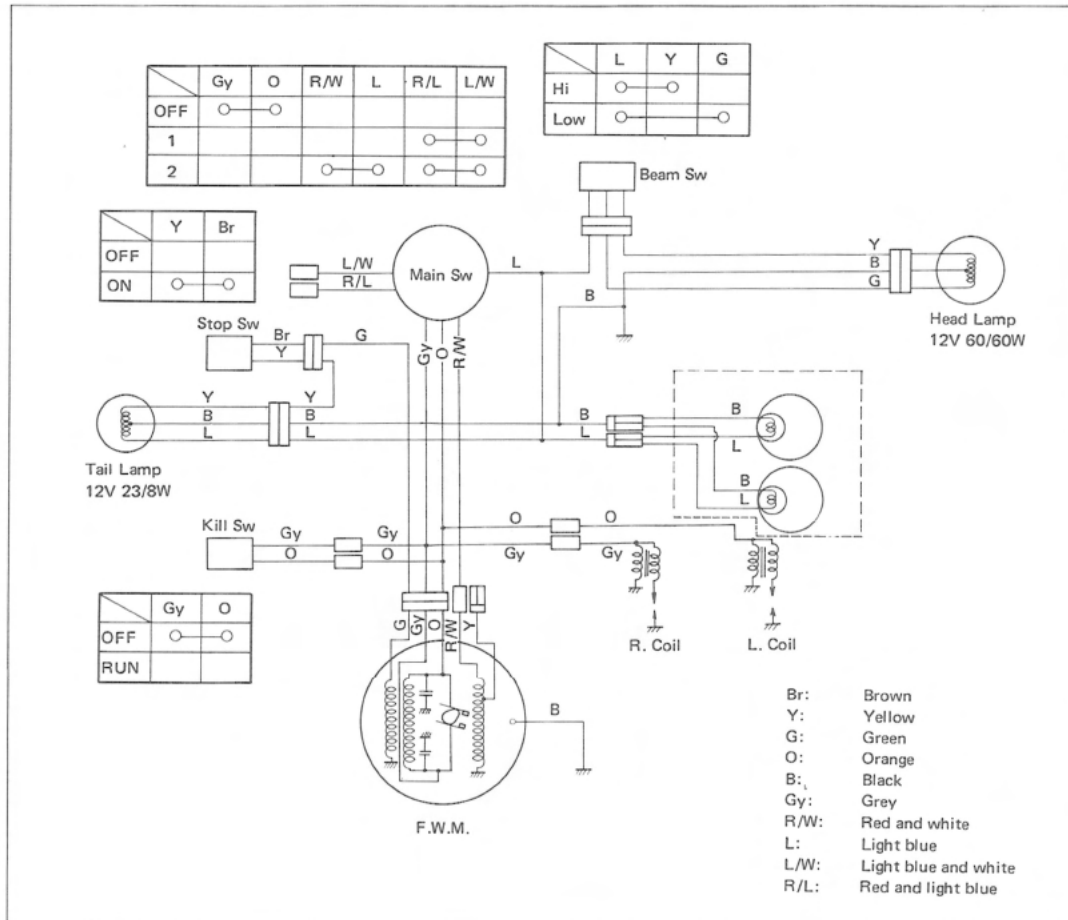
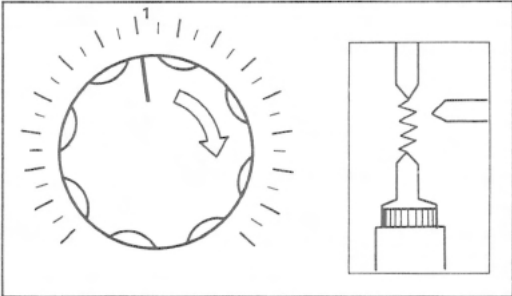
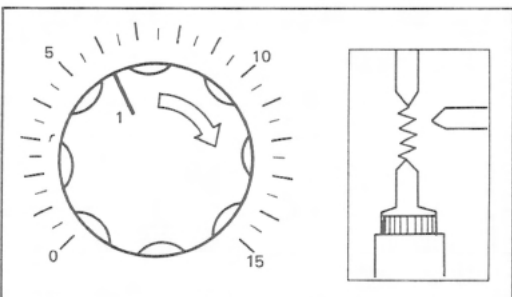
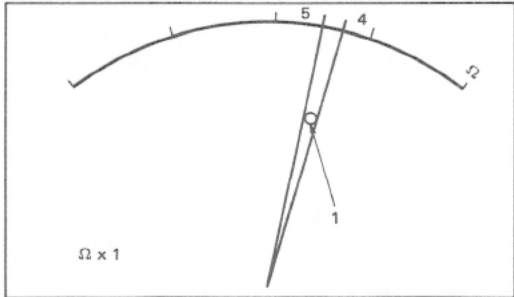


Fig. 5-1

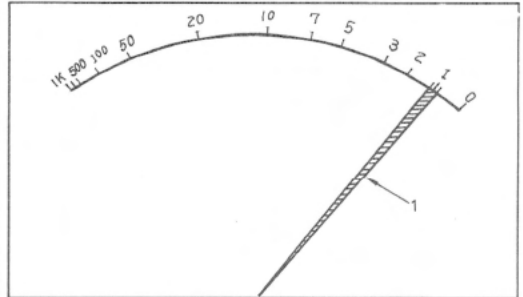
PAGE	LINE	INCORRECT	CORRECT
P. 82		INCORRECT	
		<p data-bbox="272 653 751 772">Connect a battery, and measure the spark. If the spark is 7 mm long or more, the ignition coil is considered to be in good condition. If less than 7 mm, the coil is considered to be shorted or have a broken wire.</p>	 <p data-bbox="803 957 954 978">1. More than 7 mm</p> <p data-bbox="803 993 878 1014">Fig. 5-5</p>
P. 82		CORRECT	
		<p data-bbox="272 1108 751 1228">Connect a battery, and measure the spark. If the spark is 6 mm long or more, the ignition coil is considered to be in good condition. If less than 6 mm, the coil is considered to be shorted or have a broken wire.</p>	 <p data-bbox="803 1423 954 1444">1. More than 6 mm</p> <p data-bbox="803 1459 878 1480">Fig. 5-5</p>

If the tester needle will not deflect, the primary winding has a broken wire. If the tester readings are less than 0.8 ohms, it is shorted.



1. Good condition  
Fig. 5-7

If the tester needle will not deflect, the primary winding has a broken wire. If the tester readings are less than 0.8 ohms, it is shorted.



1. Good condition  
Fig. 5-7

1. More than 5Ω  
2. Broken wire  
3. Shorted

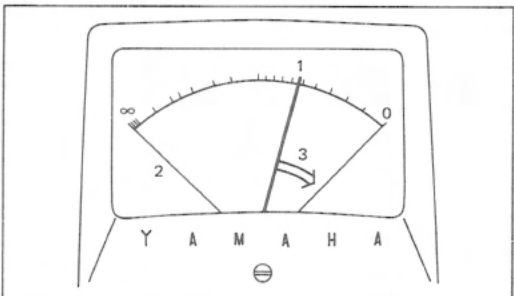


Fig. 5-8

1. Broken wire  
2. Shorted

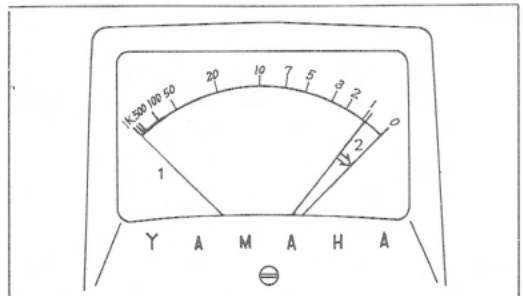
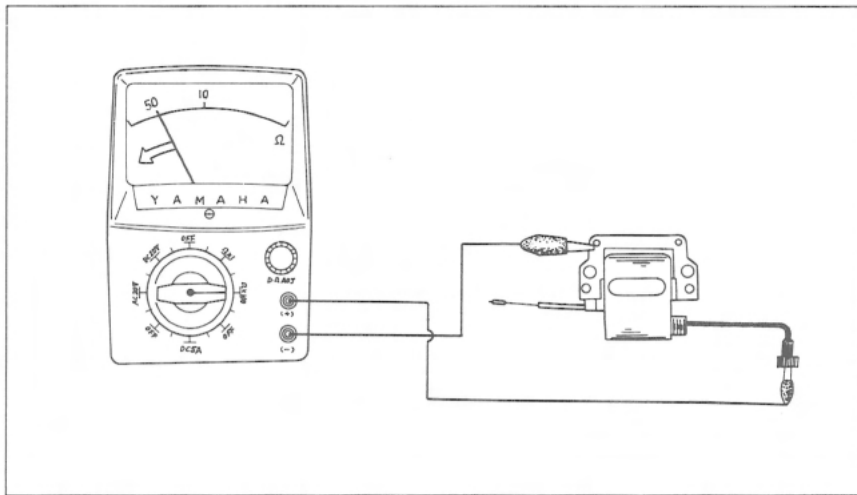


Fig. 5-8

P. 84

INCORRECT

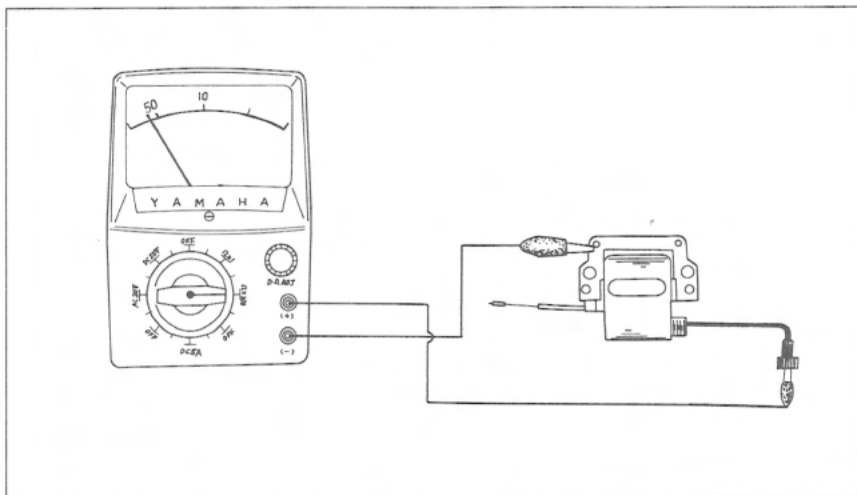
- (4) Secondary winding continuity test  
Using the pocket tester ( $\Omega \times 100$  scale), check the secondary winding for broken wire and short.



P. 84

CORRECT

- (4) Secondary winding continuity test  
Using the pocket tester ( $\Omega \times 100$  scale), check the secondary winding for broken wire and short.





P. 84		INCORRECT	CORRECT
<p>If the tester reading are more than 55 ohms, the secondary winding is in good condition, and if not, it is shorted. Standard value: 5.6 k<math>\Omega</math></p>		<p>If the tester reading are more than 5k<math>\Omega</math>, the secondary winding is in good condition, and if not, it is shorted. Standard value: 5.6 k<math>\Omega</math></p>	
<p>1. Good condition 2. Shorted 3. Broken wire</p> <p>Fig. 5-10</p>		<p>1. Broken wire 2. Good condition 3. Shorted</p> <p>Fig. 5-10</p>	
PAGE	LINE	INCORRECT	CORRECT
87	21~22	<p>3. Point 4. Contact breaker support</p>	<p>3. Breaker point gap 4. Contact breaker point support</p>