

VTX 1300 Valve adjusting

By Poison

Pick a nice spot and get the bike up on a stand.



Secure the forks so they don't swing around and bash your tank. I used some ratcheting tie downs (not too tight!) but bungees or rope would work as well.



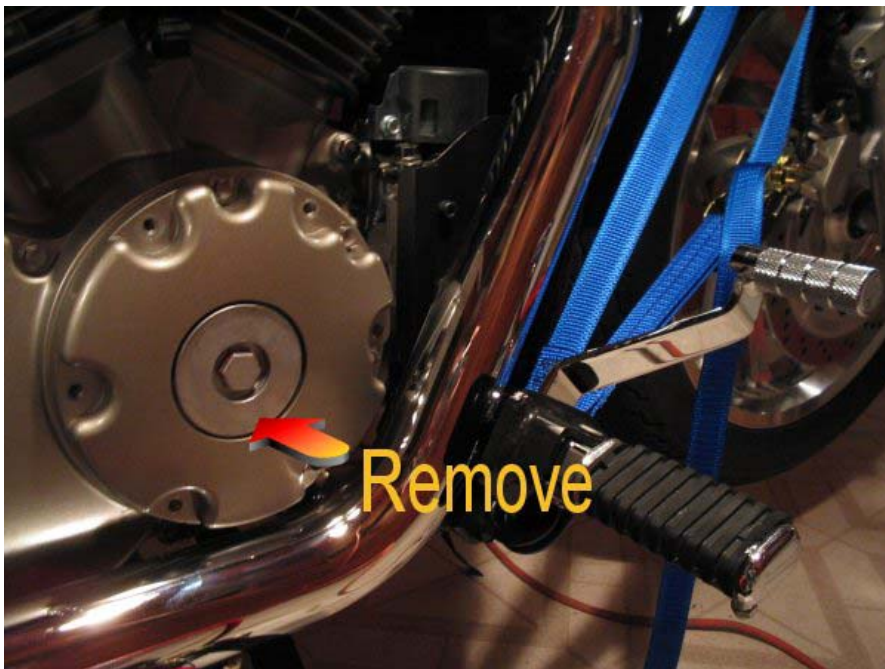
Unhook the green speedo connections behind the right front plug cover. Remove the gas line and vacuum hose from the tank valve. Remove the seat and tank bolt, then lift the tank and remove the vent hose under the bottom right corner. Lift the tank up, then slide it back and off. Set the tank safely out of the way on 2 pieces of 2 x 4 so the valve won't be mashed on the floor.



You will have to remove the PAIR valve bracket and hose to slide it out of the way. Remove the timing hole cover and timing hole cap to view the index marks



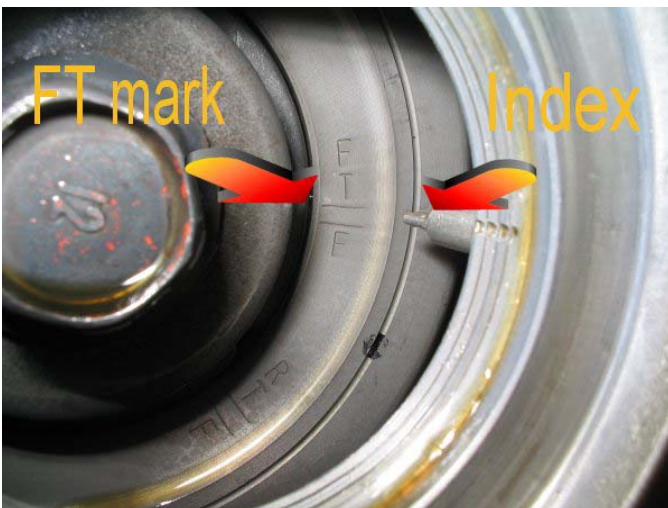
The timing cap is located beneath the shiny timing cover. Remove it



I found it easier to remove the airbox. Remove the three Philips and the 10mm bolt. The throttle screw knob pops off by slipping it backwards. There are two hoses hidden behind the box that slip right off.



Align the "FT" mark with the index to find Top Dead Center on the front cylinder



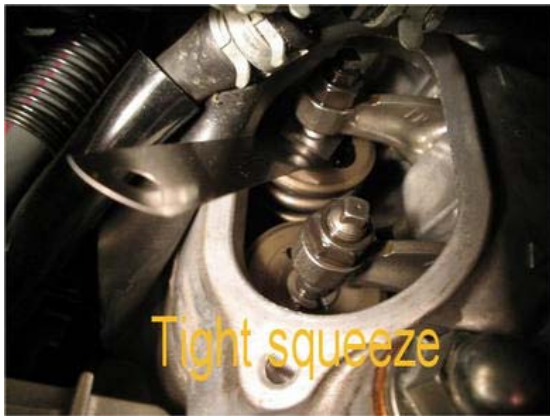
Remove the valve covers. To adjust the front, rotate the crankshaft clockwise and align the "FT" mark on the drive with the index mark. Make sure you are on the compression stroke by grabbing the rocker arms and wiggling them. If they don't move, you will need to rotate the crank one full turn. Valves are adjusted with a 10 mm offset box and a 4 mm open end. Intake is $.006 \pm .001$ and Exhaust is $.012 \pm .001$ INCHES



Align the "RT" mark with the index to find Top Dead Center on the rear cylinder.



Same specs.



TOOLS NEEDED

10mm offset box, feeler gauges, and a 4 mm open end. I had to shorten up the .012 so it wouldn't hit the radiator while doing the front.

