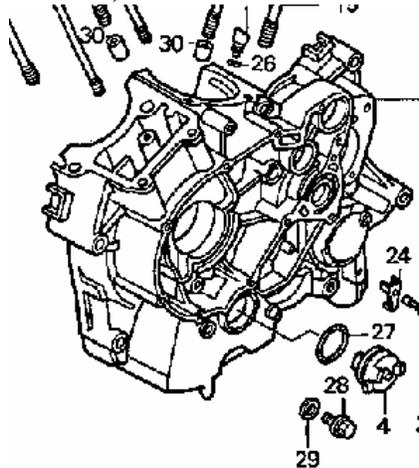


So your 1100 Shadow has started dripping oil everywhere; maybe a few drops, maybe even a small puddle. Crawling underneath, you find the oil seems to be coming from the radiator hose. What's going on? You my friend, may have just found the little-known problem with Honda's guide plug design on the single-pin crank engine.

The guide plug (Honda part number 11211-MK7-770) fills an access port to keep the oil from leaking. It's in the Honda parts microfiche shown as number 4 on the crankcase illustration and has an O-ring seal (number 27 in the illustration; part number 91351-MG7-004).



The guide plug fits into the crankcase snugly enough and is held in place by the crankcase cover overlapping one of the tabs that protrudes from the plug. Unfortunately, nothing stops the plug from rotating counterclockwise; if it rotates enough, the crankcase cover will no longer be overlapping the tab and the plug can work it's way loose. Eventually, engine vibration will damage the O-ring enough to let small amounts of oil leak; left like this, the plug is very likely to eventually become loose enough for large amounts of oil to leak past the seal.

This problem and the repair was briefly mentioned in the September, 1999 issue of *the wrench*, a technical newsletter for Honda motorcycle mechanics. As of the publication date of this document, a copy can be found at http://bis.midco.net/92merc/mcycle/tech/guide_plug/wrench.jpg. A much more detailed and comprehensive repair instruction was prepared by a Shadow owner; this repair procedure takes up to 5 hours to complete, including an oil change. As of the publication date of this document, a copy can be found at http://bis.midco.net/92merc/mcycle/tech/guide_plug/guide_plug.pdf. But if you're away from home and/or can't invest the time to do the repair, you'll need a relatively quick "patch" to stem the oil loss before serious problems develop. Simply rotating the plug back into position has proven quite ineffective with a half-life of about 50 miles.

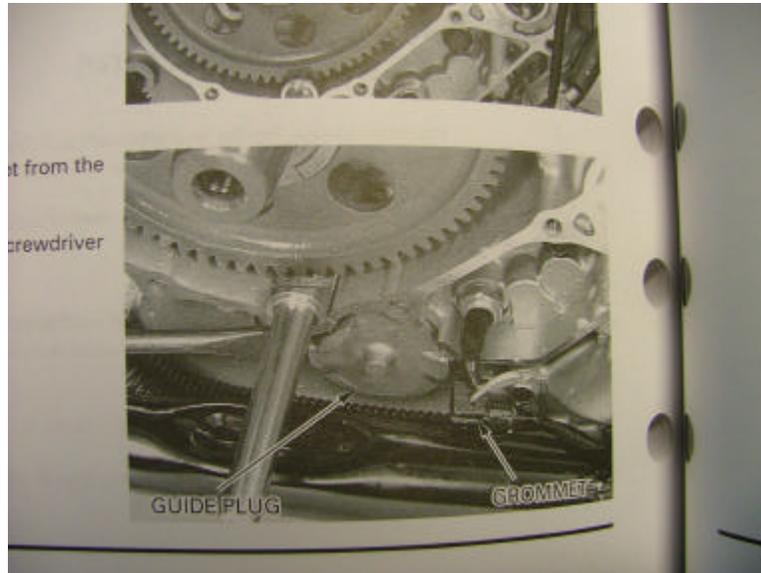
This document describes a temporary patch that takes about 30 minutes, has proven effective for over 1,000 miles (but no more than 1,300 miles) and can be repeated until there is time to invest in the repair. **Disclaimer:** This is a temporary patch and should not be considered a solution to the guide plug oil leak. Use these directions at your own risk.

Required tools and materials:

- old newspaper (to place under motorcycle)
- spray can of brake cleaner with extension tube for nozzle
- long screwdriver and a yardstick (or another long screwdriver)
- paper plate or piece of cardboard
- popsicle stick
- JB Weld (available in most automotive and hardware stores)

1. Find the guide plug.

The guide plug is shown in the shop manual with the engine removed from the frame and the left crankcase cover removed. (You'll find this illustration in the "ELECTRIC STARTER/STARTER CLUTCH" chapter in the "STARTER DRIVEN GEAR/STARTER CLUTCH REMOVAL" section.)



It's a little bit harder to find it on the bike. Start by following the yardstick to see where the guide plug is on my bike.



To find it on your bike, lie on the ground (or, preferably a mechanics creeper) next to the bike (without the yardstick) and peek under the shift lever and over the frame.

There it is, just barely visible from the side of the bike.



Here's what a new one looks like:



2. Clean the guide plug and crankcase.

From the front of the bike, clean the guide plug and crankcase with brake cleaner in a VERY focused spray. Let the cleaner evaporate before moving to the next step.

3. Reposition the guide plug.

- a. From the side of the bike, use the yardstick (or a long screwdriver if you prefer) to gently push the guide plug back into the crankcase.



(Note the JB Weld from the previous patch operation.)

- b. From the front of the bike, gently push upward on the bottom of the upper tab (as shown below) or the bottom of the forward tab to rotate the guide plug into the proper position while maintaining pressure with the yardstick.



- c. Check for proper position; you should see a small notch between the guide plug and the crankcase.

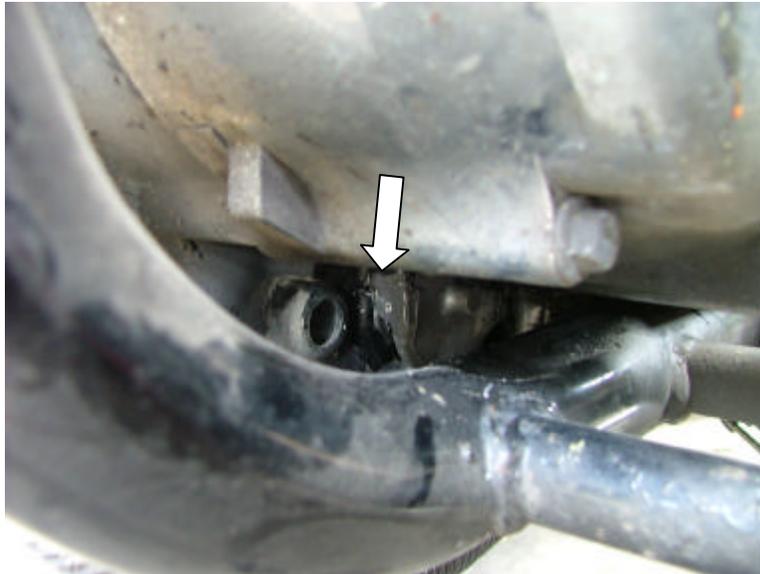


(Note that this picture was taken with the crankcase cover removed, the "old" JB Weld cleaned up and a new guide plug.)

4. **Mix up a little JB Weld and put a small dab on each side of a popsicle stick.**



5. **Press the dabs of JB Weld into the notch and smear some over the edge of the crankcase and the guide plug.** It should look something like this.



6. **Clean up** your yardstick (or screwdriver), properly dispose of newspaper, paper plate and popsicle stick, wash your hands and let the JB Weld cure for 4 hours (or more).

Note: If you find it necessary to repeat the patch before you get to the repair, use a long screwdriver to gently remove as much as possible of the “old” JB Weld when you’re cleaning things up in step 2. (The yardstick won’t work!)