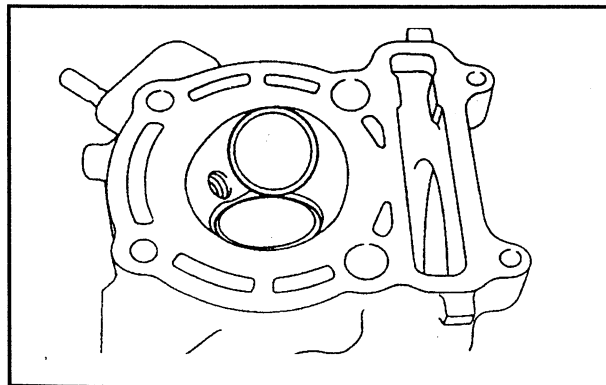
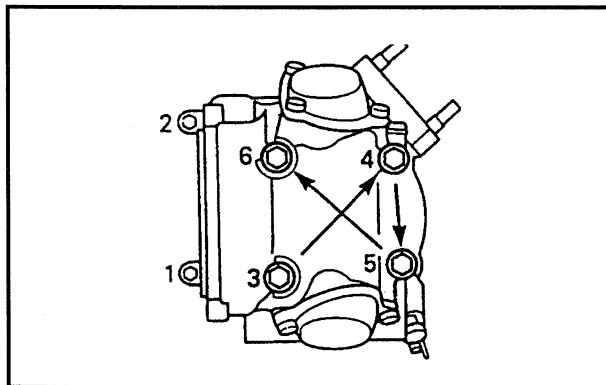
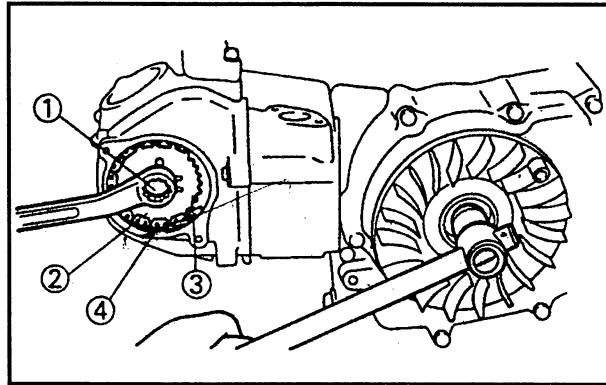
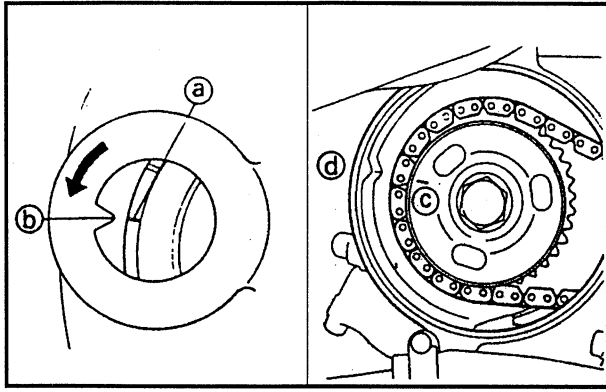


ENGINE



CYLINDER HEAD REMOVAL

1. Align:

- "1" mark (a) on the rotor

(with stationary pointer (b) on the crankcase cover)

NOTE:

Turn the primary sheave counterclockwise with a wrench and align the "1" mark (c) with the cylinder head match mark (d) when the piston is at TDC on the compression stroke.

2. Loosen:

- Bolt (1)

3. Remove:

- Timing chain tensioner assembly
- Timing chain tensioner gasket

4. Remove:

- Breather plate (2)
- Cam sprocket (3)
- Timing chain (4)

NOTE:

- Fasten a safety wire to the timing chain to prevent it from falling into the crankcase.
- Remove the bolt (1) while holding the rotor mounting bolt with a wrench.

5. Remove:

- Cylinder head

NOTE:

- Loosen the nuts in their proper loosening sequence.
- Start by loosening each nut 1/2 turn until all are loose.

CYLINDER HEAD INSPECTION:

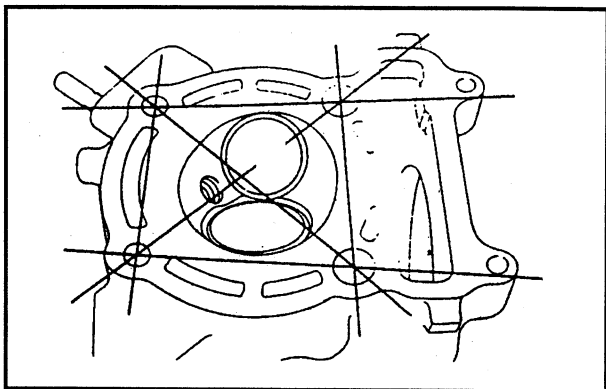
1. Eliminate:

- Carbon deposits
(from combustion chambers)
Use a rounded scraper.

NOTE:

Do not use a sharp instrument to avoid damaging or scratching:

- Spark plug threads
- Valve seats



2. Inspect:

- Cylinder head
- Scratches/damage → Replace.

3. Measure:

- Cylinder head warpage
- Out of specification → Resurface.



Cylinder head warpage:
Less than 0.03 mm

Warpage measurement and resurfacement steps:

- Place a straight edge and a feeler gauge across the cylinder head.
- Measure the warpage.

If the warpage is out of specification, resurface the cylinder head.

- Place a 400 ~ 600 grit wet abrasive pape on the surface plate, and resurface the head using a figure eight sanding pattern.

NOTE:

Rotate the cylinder head several times for an even resurfacement.

CYLINDER HEAD INSTALLATION



1. Install:

- Gasket (cylinder head) **NEW**
- Dowel pins
- Cylinder head

NOTE:

- Apply engine oil onto the nut threads.
- Tighten the nuts in a crisscross pattern.

2. Tighten:

- Nuts (cylinder head)  22Nm(2.2m·kg)
- Bolts (cylinder)  10Nm(1.0m·kg)

