

A. Construction

The Honda 90cc motorcycle engine employs a gear type oil pump for the earlier models and trochoid type for the later models to furnish oil under pressure to all moving parts to prevent seizure and minimize wear. The oil which has been drawn up from the sump is passed through the strainer and is diverted in two directions.

One route: the oil is sent through the crankshaft ① and to the transmission where the component parts of the main shaft ② and the counter shaft ③ are lubricated.

The other route: the oil is piped through the passages in the right crankcase and the crankcase cover where it is further branched so that one of the route lubricates the crankshaft and component parts, and the other is routed to the hollow in the camshaft where the moving parts within the cylinder head such as the rocker arm ④, camshaft ⑤, and lubricates the cam chain ⑥ on its way back to the sump. The moving parts such as gears, bearings which are not lubricated by pressure are lubricated by oil splash and spray. (Fig. 3.73)

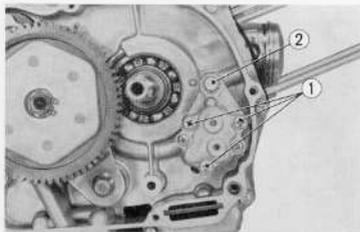


Fig. 3.74 A Gear oil pump
① 6 mm cross screw
② Special hex bolt

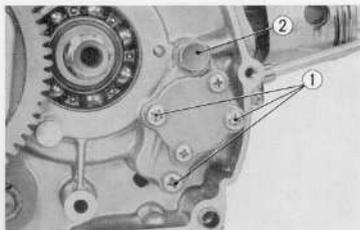


Fig. 3.74 B Trochoid oil pump
① 6 mm cross screw
② Special hex bolt

B. Disassembly

1. Remove the clutch assembly as a unit in accordance with section 3.8B.
2. The oil pump can be removed by unscrewing the three 6mm screws ① and special hex bolt ②. (Fig. 3.74)

NOTE: All engines subsequent to the frame number shown below are equipped with a single piece right crankcase cover.

F. No. S 90-674103
CL 90-120015
C 201-168041 (CD 90)