

Fig. 3-33 ① Dial gauge
② Camshaft

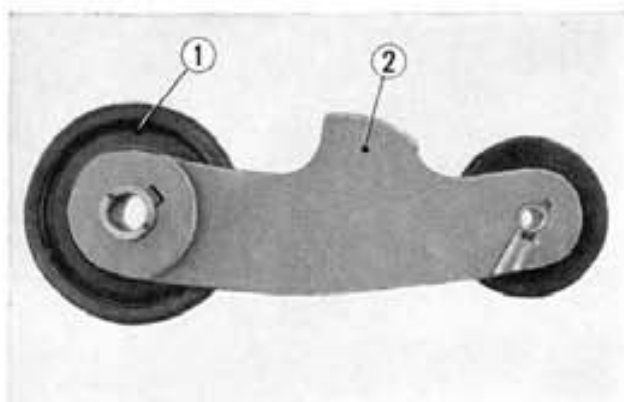


Fig. 3-34 ① Cam chain guide roller
② Cam chain tensioner

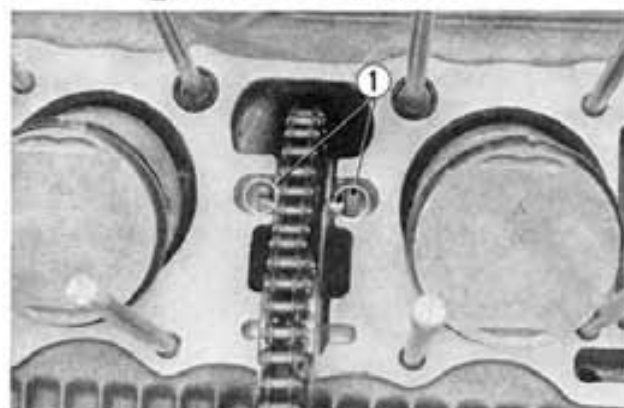


Fig. 3-35 ① Tensioner roller mounting rubbers

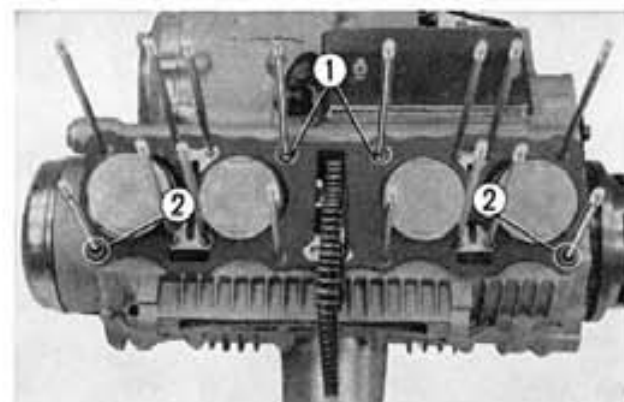


Fig. 3-36 ① "O" rings
② Dowel pins

3. Checking the bend in camshaft

Support both ends of the camshaft on the V blocks and check the dial gauge reading of the camshaft center support while rotating the camshaft. If the run-out is greater than 0.005 in. (0.1 mm) TIR, the camshaft should be replaced. (Fig. 3-33)

4. Inspect the camshaft and camshaft holder for scratches and cracks.

If found defective, it should be replaced.

5. Checking cam chain guide roller

Check the chain contact surface for wear, and replace it, if found to be excessive. (Fig. 3-34)

d. Reassembly

1. Route the cam chain through the cam chain tensioner roller, mount it on the upper crankcase and install the mounting rubbers. (Fig. 3-35)

2. Assemble the gasket, the two dowel pins (on both side of the exhaust), two O rings (on inner side of the inlet) and then install the cylinder being careful not to damage the piston or the piston rings. The work can be facilitated by using the piston ring compressor (Tool No. 07954-3000000) and the piston base (Tool No. 07958-3000000). (Fig. 3-36)

3. On the cylinder gasket flange, assemble the two dowel pins, two O rings and the cylinder gasket, and then mount the cylinder head followed by installing and torquing the mounting nuts and bolts in accordance with Fig. 3-38. Torqued the nuts to 13.7~15.2 ft-lbs. (1.9~2.1 kg-m.) (Fig. 3-37, 38)

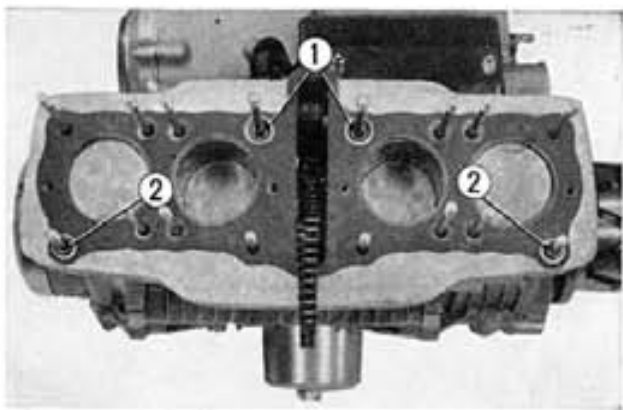


Fig. 3-37 ① "O" rings
② Dowel pins