

Fig. 3.10 Cylinder head

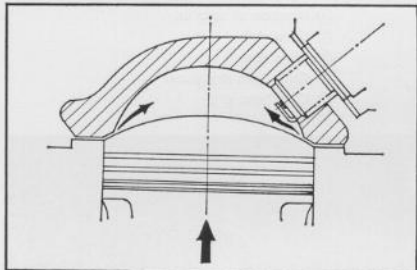


Fig. 3.11 Squish area

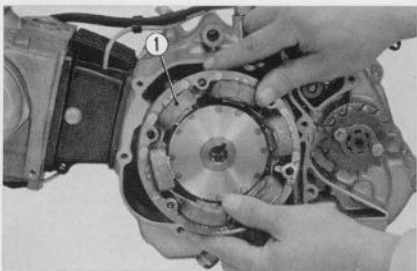


Fig. 3.12 Removing the stator assembly  
① Stator assembly

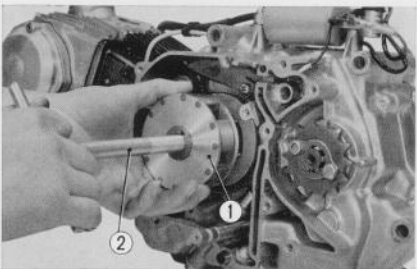


Fig. 3.13 Removing the rotor  
① Rotor ② Rotor puller

### 3.5 CYLINDER HEAD

#### A. Construction

The cylinder head is made of lightweight cast aluminum alloy for good heat dissipation and incorporates the camshaft, cam sprocket, valves, valve rocker arms, spark advancer and breaker assembly.

The overhead camshaft is driven by the cam chain through the cam sprocket. Combustion chamber is of semi spherical design for better cooling and increased combustion efficiency. (Fig. 3.10)

#### (Squish Area)

This is an area provided between the piston and cylinder head to further compress part of the fuel air mixture at the end of the compression stroke to create a turbulence of the main fuel mixture.

The swirling fuel mixture is directed toward the spark plug where it is ignited. The flame propagation is accelerated, allowing the leaner than normal fuel air ratio or the slower burning fuel mixture to burn smoothly, further, decreasing the tendency for knocking. (Fig. 3.11)

#### B. Disassembly (Cylinder Head Block)

1. Remove the point cover and then the left crankcase cover.

#### CAUTION:

Oil may flow out when removing the left crankcase cover.

2. Remove the stator assembly ①. (Fig. 3.12)

3. Remove the rotor ① using a dynamo rotor puller ② (Tool No. 07011-20001). (Fig. 3.13)

#### CAUTION:

When removing the rotor, caution not to apply excessive force so as to bend the crankshaft.