

CYLINDER HEAD/VALVE

Place the camshafts into their correct positions with the markings on the sprocket flanges facing up.

NOTE:

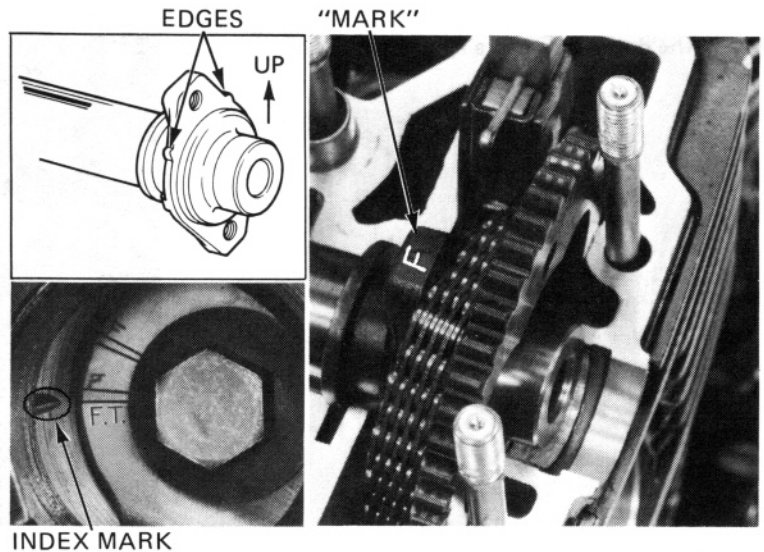
Make sure the edges on the sprocket flanges face up.

While lifting the cam chain, rotate the crankshaft clockwise and align the timing mark on the rotor with the index mark on the right crankcase.

Front cylinder → "F.T"
Rear cylinder → "R.T"

NOTE:

The marks on the camshaft flanges mean:
"F" → Front cylinder camshaft
"R" → Rear cylinder camshaft



Align the timing marks on the cam sprocket with the top of the cylinder head and place the cam chain on the sprocket.

Position the cam sprocket on the camshaft flange.

NOTE:

After installing, check that the timing marks on the cam sprocket align with the top of the cylinder head.

CAUTION:

After installing the front cylinder, turn the crankshaft clockwise 225° turn and then install the rear cylinder.

Apply a locking agent to the threads and underside of the head of the cam sprocket bolt, but do not tighten at this time.

Turn the crankshaft lockwise one turn (360°). Apply locking agent to the other cam sprocket bolt and install it. Tighten the bolt to the specified torque.

TORQUE: 16–20 N·m
(1.6–2.0 kg·m, 12–14 ft·lb)

Turn the crankshaft clockwise one turn and torque the remaining bolt to the same valve. Install and torque the spark plug sleeve with the special tool (07930–KA50100).

NOTE:

- Check that the O-ring is in good condition.
- Before installation, apply molybdenum disulfide grease to the sleeve threads.

TORQUE: 10–15 N·m
(1.0–1.5 kg·m, 7–11 ft·lb)

