

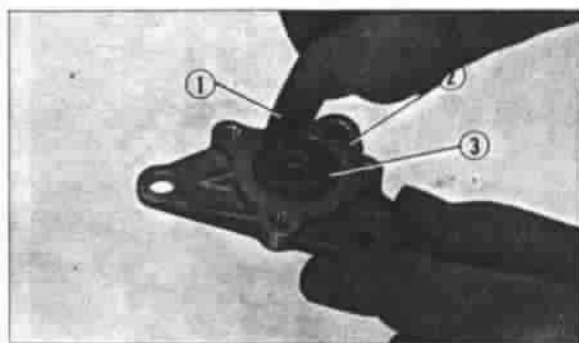
C. Inspection

1. Turn the oil pump drive shaft by hand and make sure that it is turning smoothly.
2. Measuring the clearance between the outer rotor and the pump body. Insert the thickness gauge between the outer rotor and the pump body (Fig. 7).

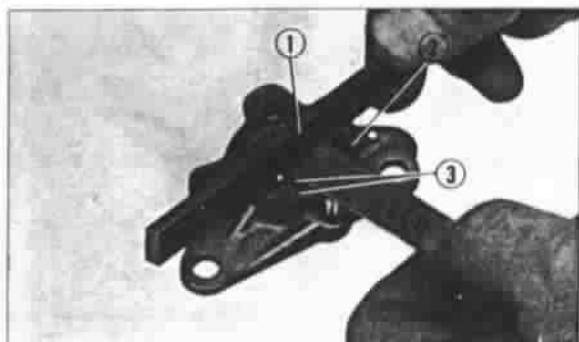
Standard Value	Serviceable Limit
0.004~0.006 (0.10~0.15 mm)	Replace if over 0.0079 (0.20 mm)

3. Measuring the end clearance of the rotor. Place a straight edge across the pump housing and check the clearance of the rotor with a thickness gauge (Fig. 8).

Standard Value	Serviceable Limit
0.0008~0.0027 (0.02~0.07 mm)	Replace if over 0.0047 (0.12 mm)



① Thickness gauge ② Pump body ③ Outer rotor
Fig. 7.



① Straight edge ② Pump body ③ Rotor
Fig. 8

D. Reassembly

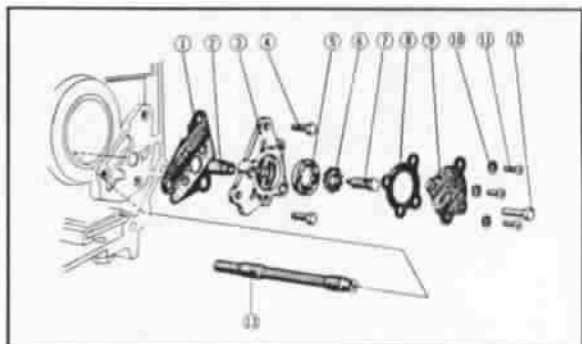
Perform the reassembly in the reverse order of disassembly procedure. Particular attention should be paid to the following items (Fig. 9).

1. Make sure that the parts are thoroughly cleaned before assembly.
2. After completing the reassembly of the pump, check to make sure that the pump is operating smoothly by turning the shaft by hand before mounting the pump in the crankcase.

5. CYLINDER AND CYLINDER HEAD

A. Description

The cylinder head is made of aluminum alloy to improve the cooling effect. Cylinder is made of special cast iron which provides good wear characteristics without being affected by high temperature and pressure.



① Oil pump body gasket ② Oil pump dwell pin
③ Oil pump body ④ 6 mm hex. bolt
⑤ Oil pump outer rotor ⑥ Oil pump inner rotor
⑦ Oil pump drive shaft ⑧ Oil pump cover gasket
⑨ Oil pump cover ⑩ 5 mm spring washer
⑪ 5 mm cross screw ⑫ 6 mm hex. bolt
⑬ Cam chain guide sprocket spindle
Fig. 9