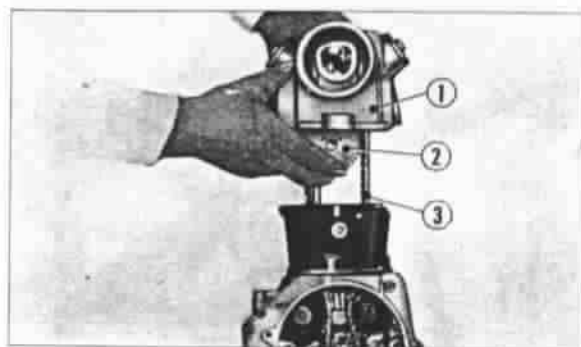


Note :

1. When installing the cylinder head, the cam sprocket must be contained within the cylinder head (Fig. 27).
2. Make sure that the respective gaskets, dowel pins and rings have not been overlooked.



① Cylinder head ② Cam sprocket ③ Cam chain
Fig. 27

3. When torquing down the cylinder head, tighten the nuts uniformly in a diagonal sequence as shown in the Fig. 28 and torque to the final specified torque value of 6.5-9 ft-lb (90-120 kg-cm).

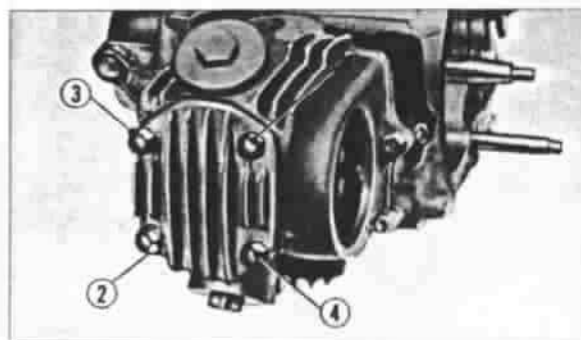


Fig. 28 Torquing sequence

6. PISTON AND PISTON RINGS

A. Description

The piston is made of special SAE 332 aluminum alloy to minimize material deformation caused by high temperature and also because of its good wear resistant qualities. The piston rings especially should be highly resistant and therefore, they are hard chrome plated or wet honed to give it the desired characteristics.

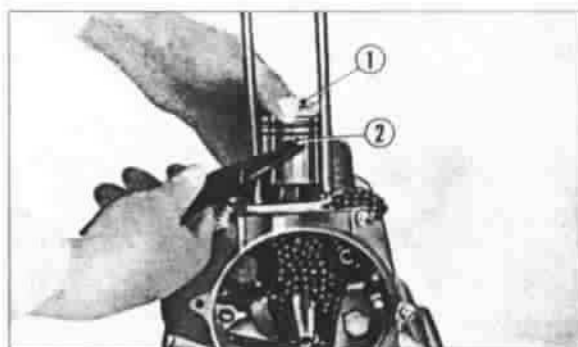
B. Disassembly

1. The piston is disassembled from the connecting rod by first removing the piston pin clip and then the piston pin (Fig. 29).

Note :

When removing the piston pin clip, place a rag under the piston so that the clip will not fall into the crankcase if it should accidentally be dropped.

2. To remove the piston rings from the piston, it is recommended that the piston ring remover be used, however, if one is not available, they can be removed by hand, but care should be exercised so that they are not broken.



① Piston ② Piston pin clip
Fig. 29