

DISASSEMBLY 43

•With a screwdriver, pry at the gap in each side of the cylinder base to free the cylinder block from the crankcase and lift it slightly, and then lift off the cylinder with the rear chain guide.

Caution Do not hammer on the screwdriver while it is in the pry point as engine damage could result (Fig. 128).

•Wrap a clean cloth around the base of each piston so that no parts or dirt

will fall into the crankcase.

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- Lap the valve to check that it is seating properly.
If it is uneven, refer to the Maintenance Section (Pg.125).
- Push a new oil seal into place, and replace its clip.
- Apply a thin coat of high temperature grease to the valve stem, insert the valve, and install the spring seat and the outer and inner springs.
- Install the spring retainer, press it down with the valve spring compressor assembly, and put on the split keeper.
- After making sure that the split keeper, spring retainer, and valve stem are all properly fitted, remove the valve spring compressor assembly.
- Mount the valve lifters and shims in their original locations.
- Install the cylinder head (Pg. 40).
- Check valve clearance (Pg. 12), and adjust if necessary.

CYLINDER

R

BLOCK

Removal

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- Remove the cylinder head and gasket (Pg. 40).
- Remove the cylinder nut and the washer at the rear center of the cylinder block.

Cylinder Block Pry Point

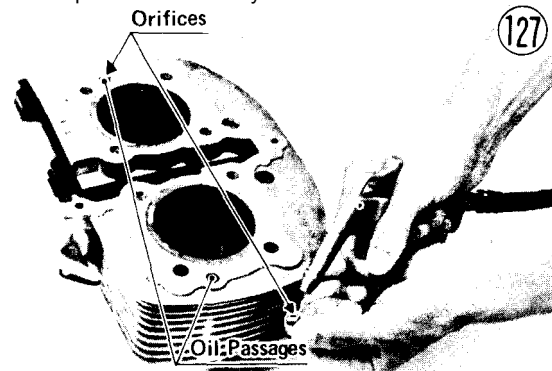
Installation:

NOTE: If the cylinder block is replaced with a new

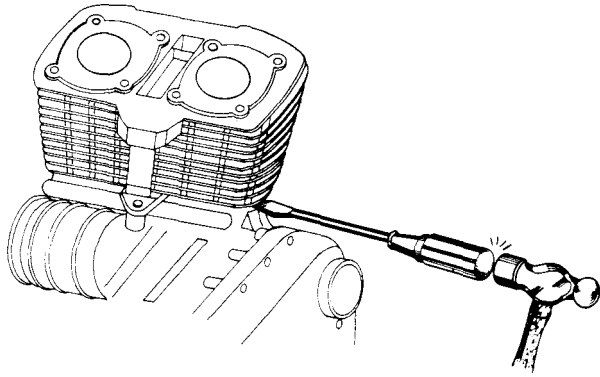
one, piston to cylinder clearance must be checked

against the specified value (Pg. 129).

•With compressed air, blow the oil passages to remove dirt or particles which may obstruct oil flow.



- Remove the cloth from under each piston.
- Put on the cylinder block 0 rings (2), oil passage 0 rings (2), and cylinder base gasket with new ones,



Good

Bad