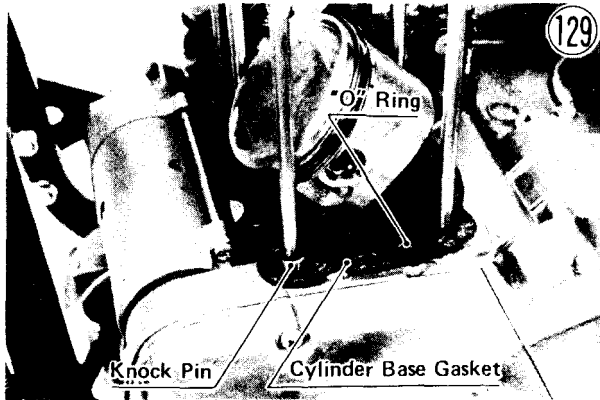


44 DISASSEMBLY

and be sure that knock pins (2) are properly fitted on the crankcase.



- Pull the chain taut to avoid kinking the chain, and using a 17 mm wrench on the crankshaft, turn the crankshaft to where the timing advancer "T" mark (the line adjointed the "T") aligns with the timing mark.
- Fit the piston base (special tool) into place at the crankcase opening for each piston, and gently turn the crankshaft with a 17 mm wrench until each piston is situated squarely on its piston base.



- Position each piston ring so that the opening in the top and oil ring of each piston is facing forward, and the second ring opening faces the rear.



- Apply engine oil to the piston rings and the cylinder inside surfaces.
- Compress the piston rings using a piston ring compressor and adapter (special tools) on each piston.



- Check that the rear camshaft chain guide is in place.
- Fit the cylinder block on the crankcase studs, guide the front camshaft chain guide inside the block, and rest the bottom of the cylinders on the piston ring compressors.
- Pull the camshaft chain up through the cylinders and insert a screwdriver through it to avoid the chain falling into the crankcase.
- Work the bottom of each cylinder past the rings, and set the cylinder block in place while removing the special tools. If the cylinder block does not seat on the crankcase, lift it up slightly, pull out the camshaft chain, and press the cylinder block down.
- Install the flat washer and nut, and after hand tightening the cylinder cap nuts (8), tighten the cylinder base nut.
- Install the cylinder head (Pg. 40).
- Adjust camshaft chain (Pg. 11).

PISTON AND PISTON RINGS

Removal:

- Remove the cylinder block (Pg. 43).
- Wrap a clean cloth around the base of each piston to secure it in position for removal and so that no parts and dirt will fall into the crankcase.
- Remove the piston pin snap rings from the outside of each piston.

