



# Service Bulletin

no. 78-6

**Date:** FEBRUARY 23rd, 1978

**Subject:** CRANKSHAFT MAGNETO SIDE BEARING REPLACEMENT

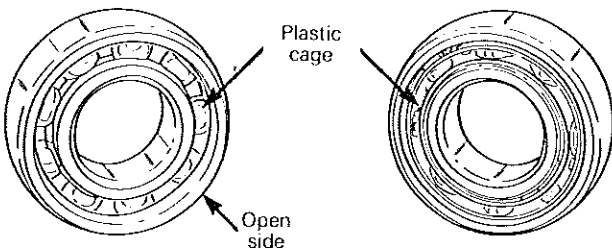
**Serial nos:**

**Models:** ALL 125 / 175 ENGINES WITH OIL INJECTION

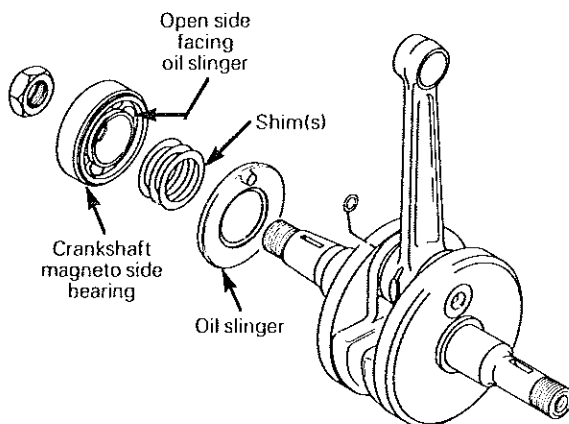
On the above mentioned engines, a new replacement magneto side bearing has been introduced. This bearing is a plastic cage type, which has shown a better durability over the regular steel caged type.

This bearing replaces the steel caged bearing type and is available under part number 420 232 761

Plastic caged bearing



At assembly, to ensure proper lubrication, fit plastic cage bearing with open side facing oil slinger.



THIS BULLETIN IS PUBLISHED FOR INFORMATION PURPOSES.

TECHNICAL INFORMATION CENTER



# Service Bulletin

no. 78-7

**Date:** MARCH 13, 1978

**Subject:** ENGINE CHAIN GUARD

**Serial nos:** ALL (8840-8864-8884)

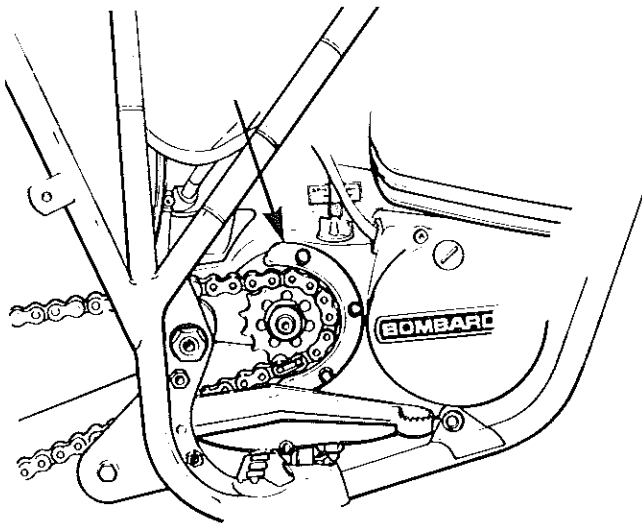
**Models:** MX-4 125/250/370

Due to the improved swing arm/chain geometry set-up, it is recommended to slightly modify the engine chain guard to prevent any possibility that drive chain comes into contact with chain guard, on severe riding conditions.

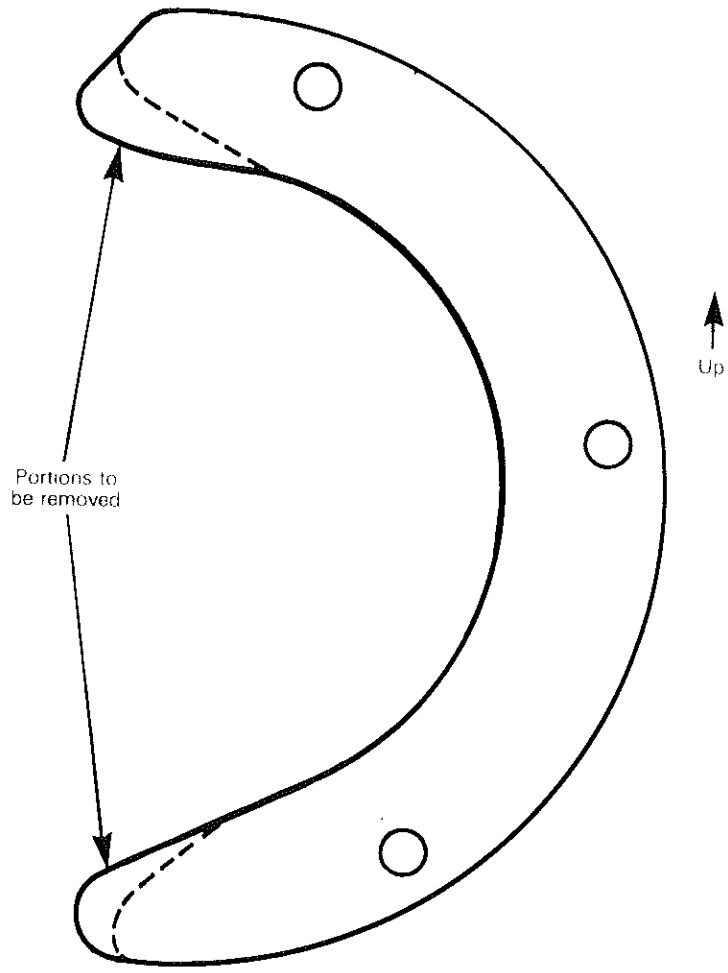
## PROCEED AS FOLLOWS:

Remove engine chain guard and remove material as per template.

○ NOTE: Use a grinder and gradually remove material.



ACTUAL SIZE



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# Service Bulletin

no. 78-10

Date: 7 APRIL 1978






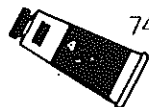
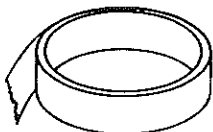
Subject: WATERPROOFING

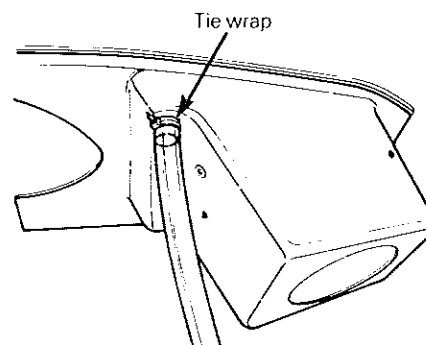
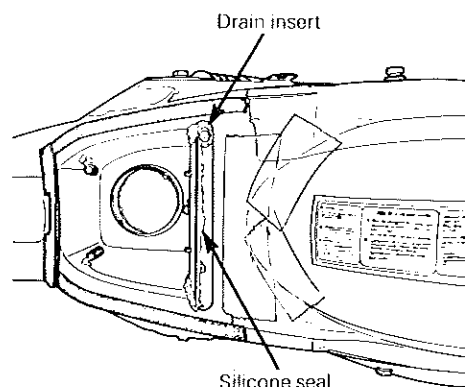
Serial nos: 8840/8864/8884

Models: MX-4 125/250/370

When a vehicle is to be operated under very wet and muddy conditions, it is recommended to properly seal the air filter area.

### PARTS NEEDED:

PART		PART NUMBER	QUANTITY
Drain insert		744 059 000	1
Drain tube		414 254 200	As required
Rubber strip		748 034 000	As required
Tie wrap		748 001 000	3
Silicone seal (or equivalent)		747 002 000	As required
Silicone grease (dielectric) (or equivalent)		747 018 002	As required
Duct tape			As required



### PROCEED AS FOLLOWS:

Remove the seat and inspect the rubber strip on the seat base for damage or bad adhesion and repair or replace if necessary.

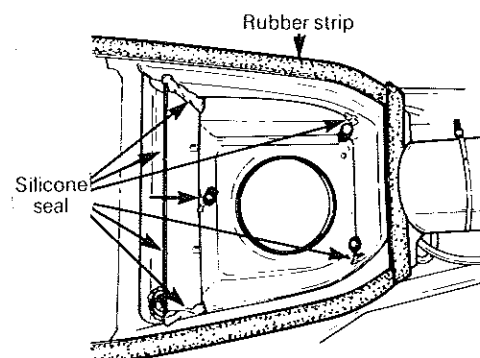
Remove the air filter. Using the special wrench provided in the tool kit, remove the air filter plastic nut and bucket. Using the following illustrations, drill a 1/2" hole in order to install the drain insert and drain tube. Secure the drain tube to the drain insert using a tie wrap.

○ NOTE: The drain tube should have a length of approx. 35 cm (14 inches).

Properly seal the area indicated by the arrows using silicone seal or equivalent.

Apply a rubber strip on each side of the bucket and put two (2) superimposed stripes at the front.

○ NOTE: Carefully clean the surface before application and ensure proper adhesion.



○ NOTE: The information contained in this bulletin does not constitute a warranty authorization.



# Bulletin de service

no 78-8

Date: 22 MARS 1978

Nos de série: 8840/8864/8884

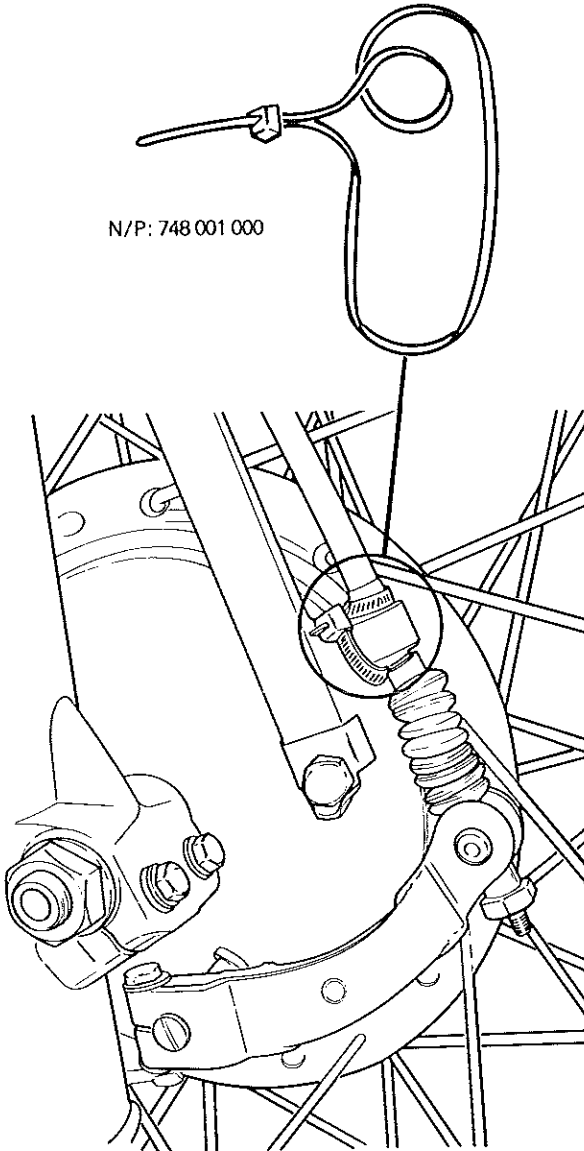
Sujet: — CÂBLE DE FREIN AVANT  
— RESSORTS DU SILENCIEUX/RÉSONATEUR

Modèles: MX-4 125/250/370

## CÂBLE DE FREIN AVANT

Il est recommandé d'utiliser une attache pour fixer l'extrémité de la gaine du câble de frein avant au logement de la gaine du câble, dans le plateau de frein.

N/P: 748 001 000



## RESSORTS DU SILENCIEUX/RÉSONATEUR (MODÈLES 250/370)

Sous de très rudes conditions d'utilisation, il se peut que les ressorts du silencieux/résonateur se brisent. Il est donc recommandé d'installer des ressorts de retenue extra-rigides (fil à piano), no de pièce N/P 732 307 002. De plus, le résonateur peut être attaché au silencieux.

CE BULLETIN EST PUBLIÉ POUR FINS D'INFORMATION.

CENTRE D'INFORMATION TECHNIQUE



**REMARQUE: L'information contenue dans ce bulletin n'autorise nullement les modifications ou les changements de pièces sous le couvert de la garantie.**



# Bulletin de service

no 78-8

Date: 22 MARS 1978

Nos de série: 8840/8864/8884

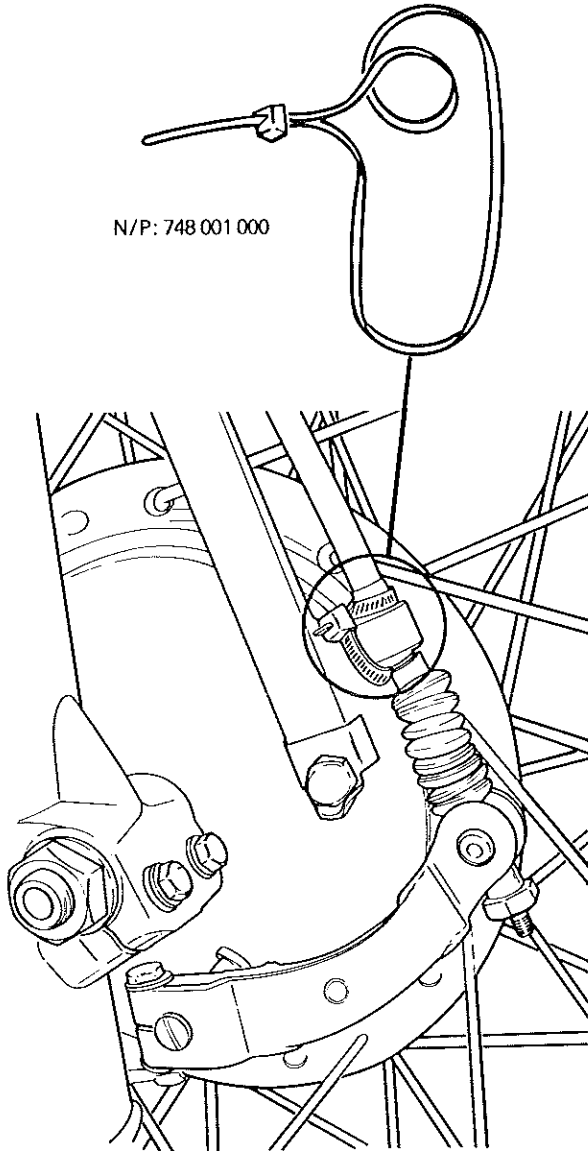
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# Bulletin de service

no 78-9

**Date:** 20 MARS 1978

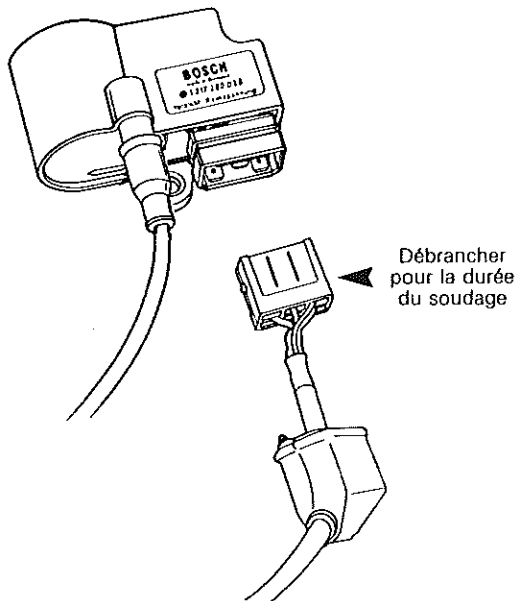
**Sujet:** SOUDURE À L'ÉLECTRICITÉ

**Nos de série:** TOUS

**Modèles:** TOUS

Pour effectuer tout travail de soudure à l'électricité sur une motocyclette, s'assurer de débrancher le bloc de raccord à la boîte électronique avant de brancher le fil de soudure à la motocyclette. Cette précaution protégera la boîte électronique des dommages causés par le courant électrique circulant dans le cadre, lors du soudage.

○ **REMARQUE:** Cette marche à suivre vaut pour tous les systèmes d'allumage électronique.



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CENTRE D'INFORMATION TECHNIQUE

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# Bulletin de service

no 78-9

**Date:** 20 MARS 1978

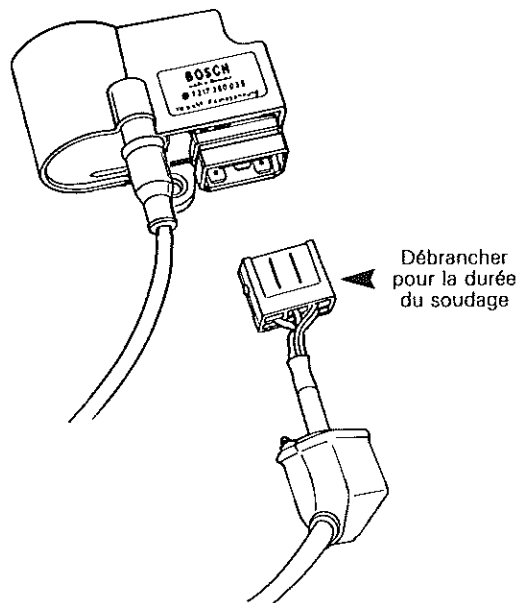
**Sujet:** SOUDURE À L'ÉLECTRICITÉ

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# Service Bulletin

no. 78-10

Date: 7 APRIL 1978






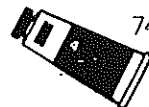
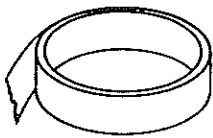
Subject: WATERPROOFING

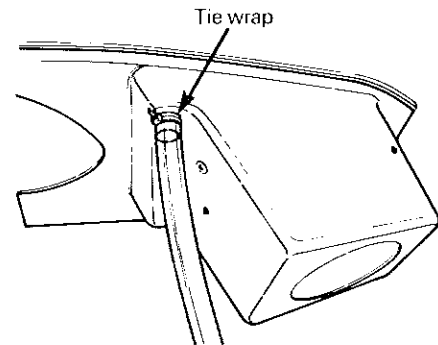
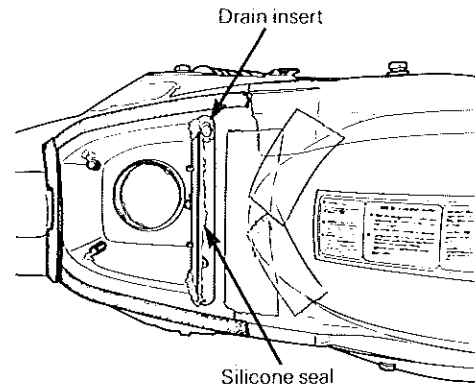
Serial nos: 8840/8864/8884

Models: MX-4 125/250/370

When a vehicle is to be operated under very wet and muddy conditions, it is recommended to properly seal the air filter area.

### PARTS NEEDED:

PART		PART NUMBER	QUANTITY
Drain insert		744 059 000	1
Drain tube		414 254 200	As required
Rubber strip		748 034 000	As required
Tie wrap		748 001 000	3
Silicone seal (or equivalent)		747 002 000	As required
Silicone grease (dielectric) (or equivalent)		747 018 002	As required
Duct tape			As required



Properly seal the area indicated by the arrows using silicone seal or equivalent.

Apply a rubber strip on each side of the bucket and put two (2) superimposed stripes at the front.

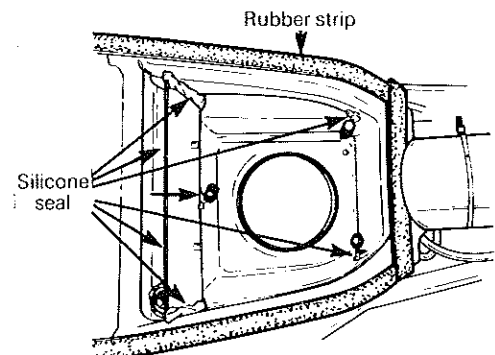
**NOTE:** Carefully clean the surface before application and ensure proper adhesion.

### PROCEED AS FOLLOWS:

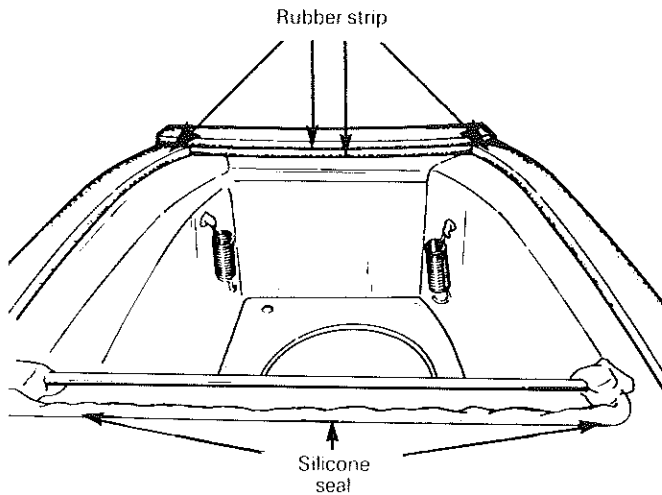
Remove the seat and inspect the rubber strip on the seat base for damage or bad adhesion and repair or replace if necessary.

Remove the air filter. Using the special wrench provided in the tool kit, remove the air filter plastic nut and bucket. Using the following illustrations, drill a 1/2" hole in order to install the drain insert and drain tube. Secure the drain tube to the drain insert using a tie wrap.

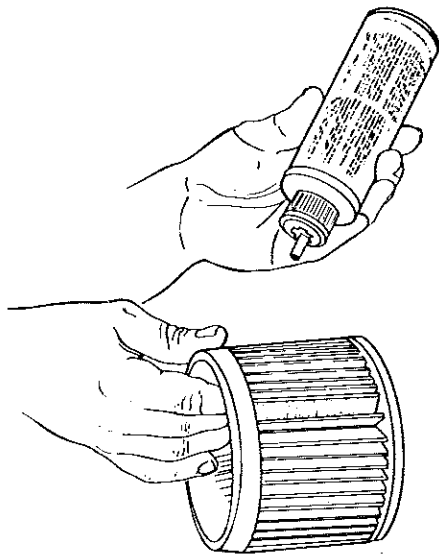
**NOTE:** The drain tube should have a length of approx. 35 cm (14 inches).



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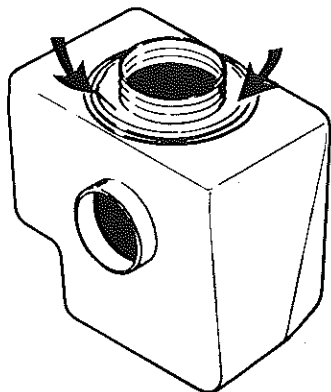


Inspect the air filter for sufficient oiling. White patches in the element indicate lack of oil. Retouch if necessary, using K & N air filter oil, or equivalent.



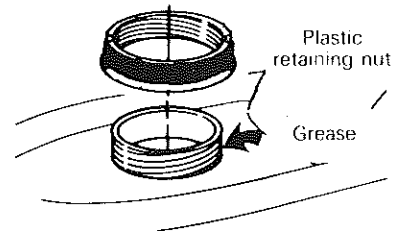
**NOTE:** The K & N air filter oil is specially formulated for these filters. However, it is possible to use SAE 30 motor oil.

Prior to the installation of the air box, apply a thick layer of grease around the air box opening.

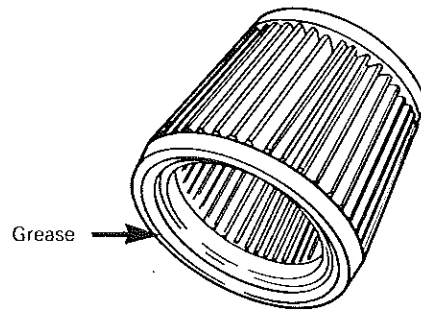


Install air filter bucket.

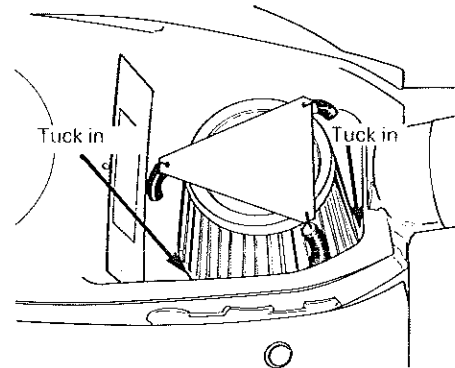
Grease the top of the air filter bucket around the air box opening, then coat the threads of the plastic retaining nut with grease and screw it tightly into position, using the special purpose wrench in tool kit.



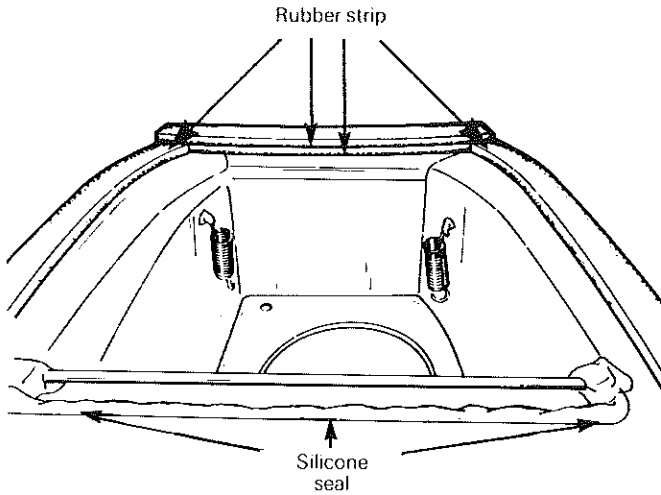
Generously grease the bottom edge of the air filter and install it.



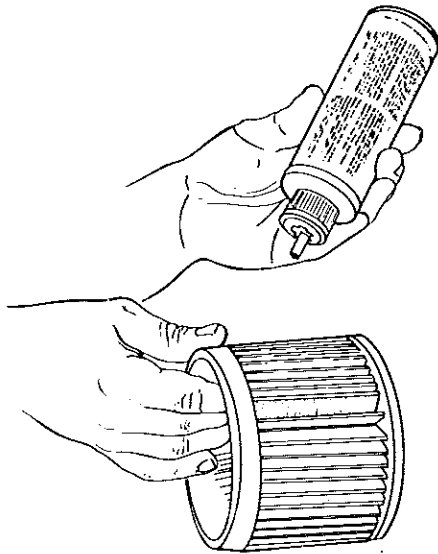
**CAUTION:** Ensure air filter bottom edge is well seated on plastic retaining nut.



**CAUTION:** An under oiled or dry filter will cause extreme piston and cylinder damage.

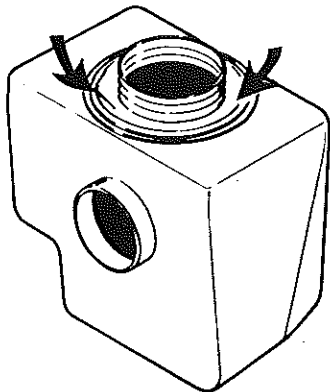


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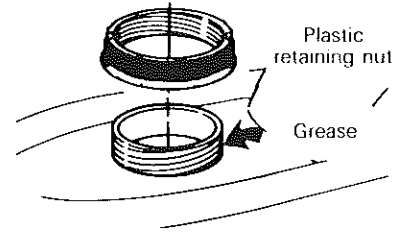
NOTE: The K & N air filter oil is specially formulated for these filters. However, it is possible to use SAE 30 motor oil.

Prior to the installation of the air box, apply a thick layer of grease around the air box opening.

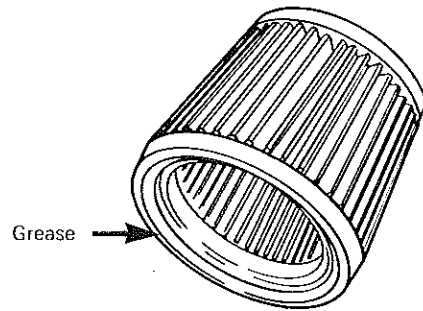


Install air filter bucket.

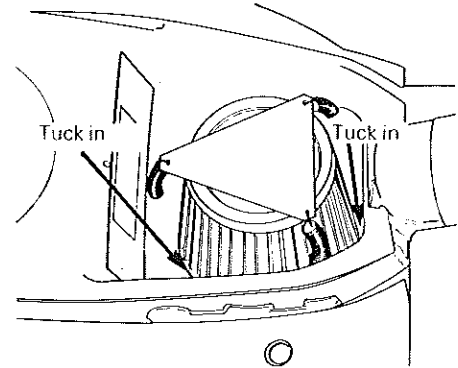
Grease the top of the air filter bucket around the air box opening, then coat the threads of the plastic retaining nut with grease and screw it tightly into position, using the special purpose wrench in tool kit.



Generously grease the bottom edge of the air filter and install it.

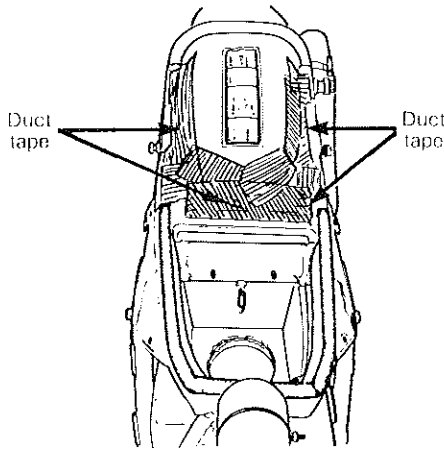


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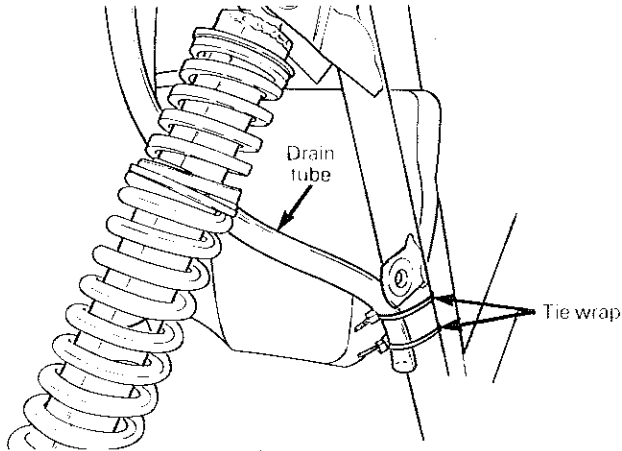


CAUTION: An under oiled or dry filter will cause extreme piston and cylinder damage.

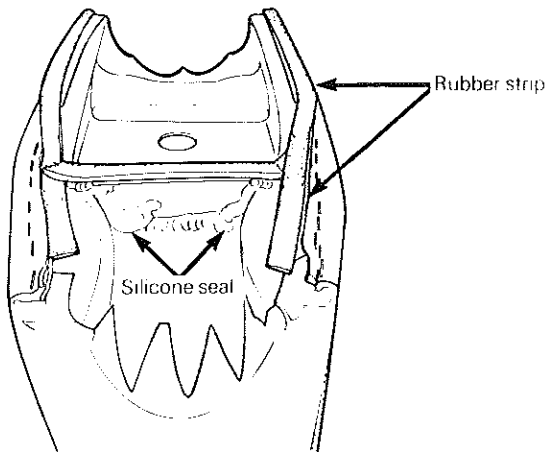
Using duct tape, seal the rear top portion of the rear fender and air filter bucket.



Using 2 tie wraps, secure the drain tube to the frame, do not overtighten the tie wraps.

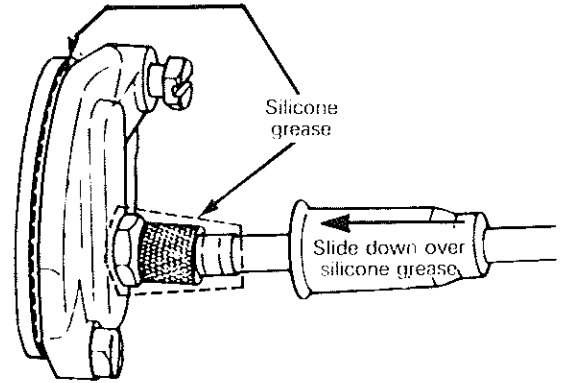


Apply silicone seal around the seat base bracket.



At installation, apply pressure to the seat while tightening it in place. This will slightly compress the rubber strip in position.

Apply silicone grease (dielectric) to the carburetor cover and throttle cable rubber boot (at carburetor top).



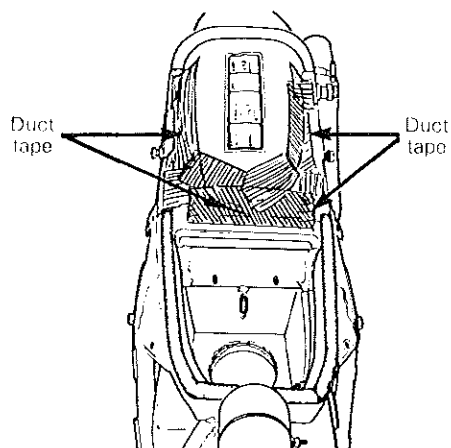
Ensure carburetor/engine and carburetor/air box connections are leakproof.

▼ **CAUTION:** The air filter servicing/sealing is of the utmost importance under wet and muddy conditions; inspect often the air filter area and service as necessary.

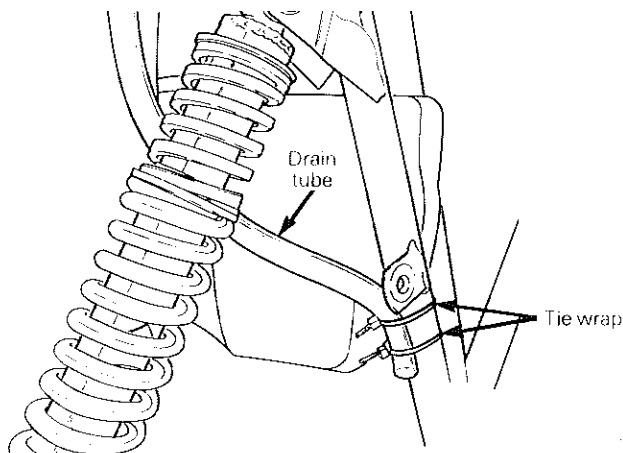
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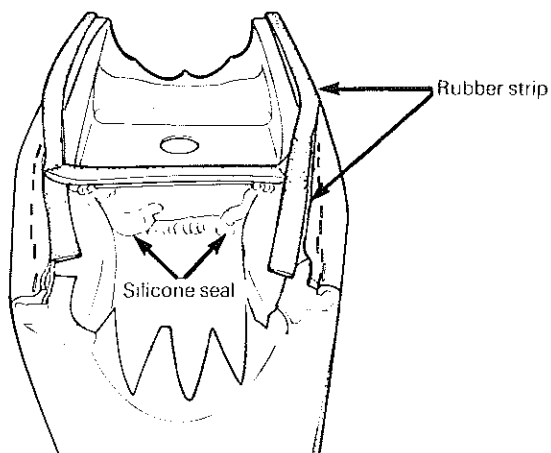
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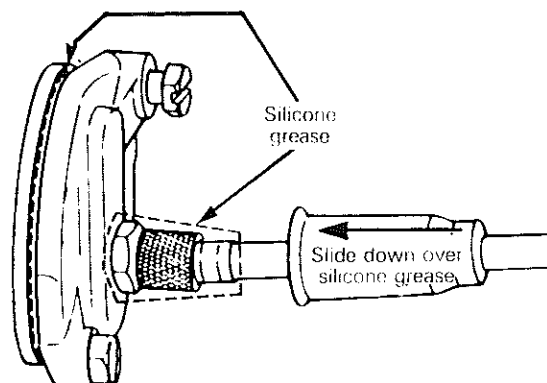


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Ensure carburetor/engine and carburetor/air box connections are leakproof.

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# Service Bulletin

no. 78-11

**Date:** APRIL 4th, 1978

**Subject:** — IGNITION TROUBLE SHOOTING

**Serial nos:** ALL

**Models:** ALL

Please find attached a trouble shooting chart which will help you to diagnose all Can-Am ignition system.

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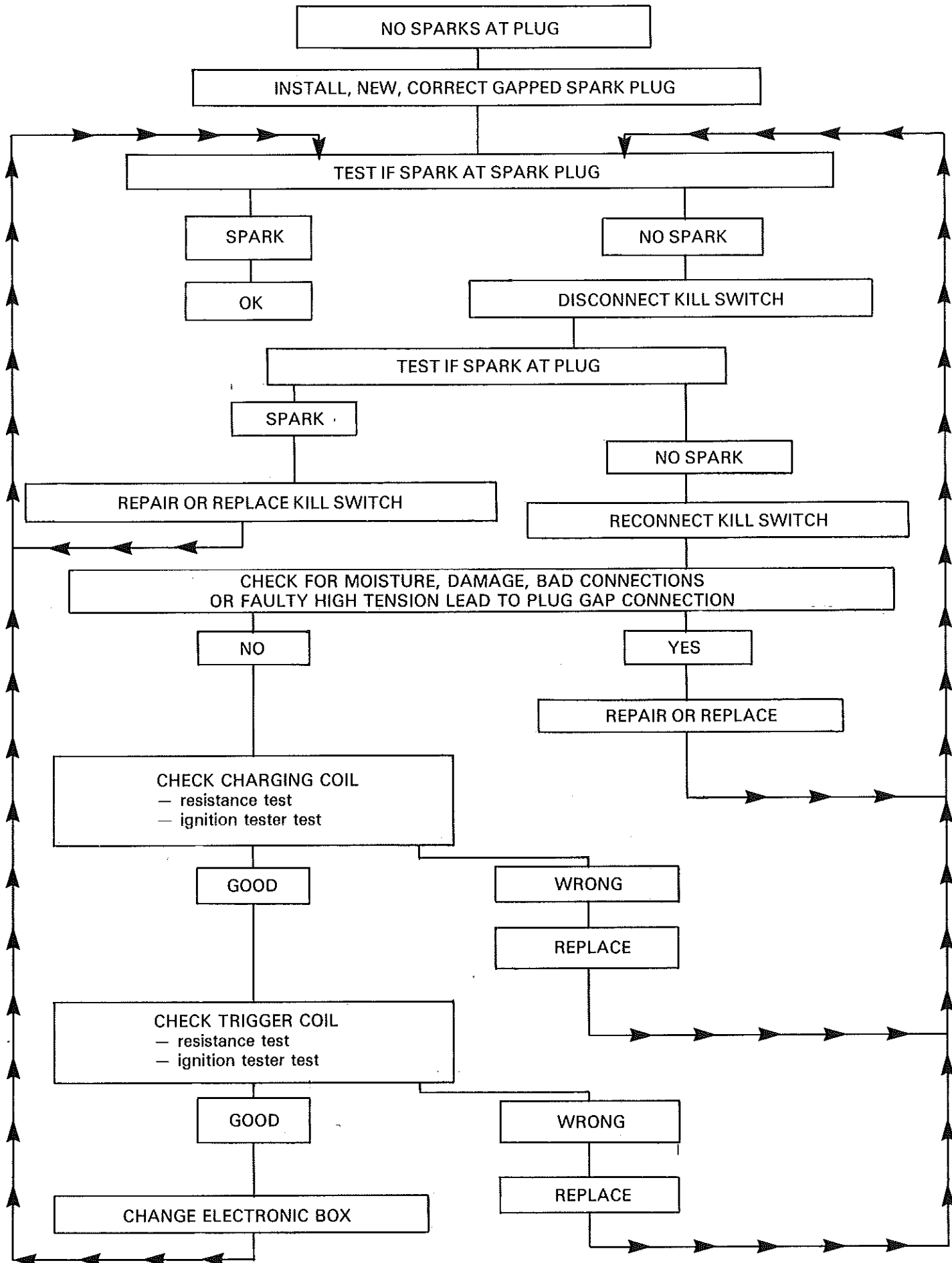
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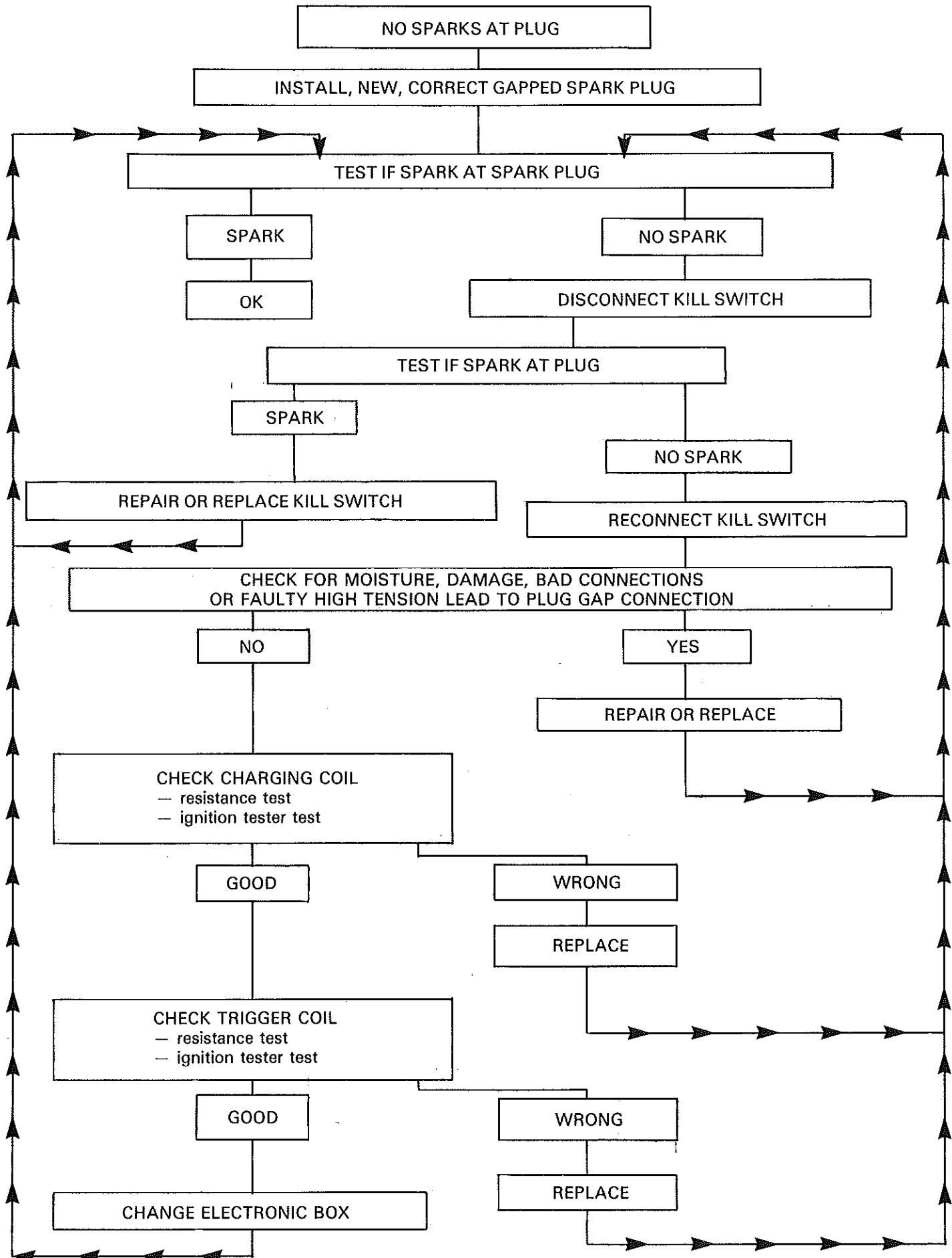


**NOTE:** The information contained in this bulletin does not constitute a warranty authorization.

# IGNITION TROUBLE SHOOTING



# IGNITION TROUBLE SHOOTING



Date: MAY 6th, 1978

Serial nos: ALL

An optional oil wetted air filter sock (slip on type) is available under P/N 740 009 004.

Also it is suggested to secure the plastic nut to the bottom portion of the air filter element with 4 screws.

This will ameliorate the service ability of the air filter and insure an extra protection against water, sand and dust.

### PARTS REQUIRED

- 4 self tapping screws no. 6 x 1"
- 1 air filter sock P/N 740 009 004

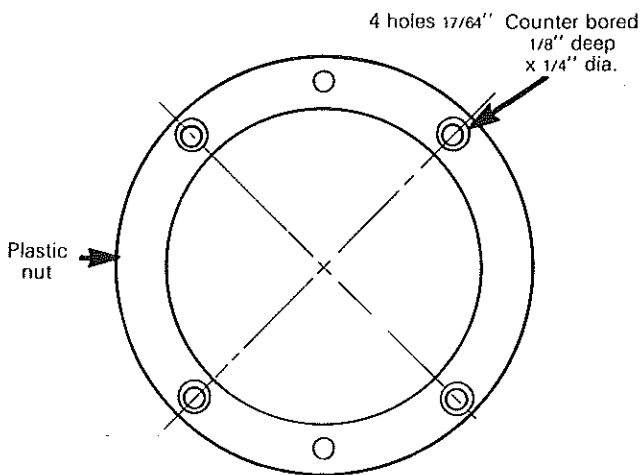
### PROCEED AS FOLLOWS:

Remove the seat, the air filter retaining springs and the air filter.

Remove the plastic retaining nut.

Clean the plastic nut and the air filter bottom edge portion thoroughly to remove all the grease.

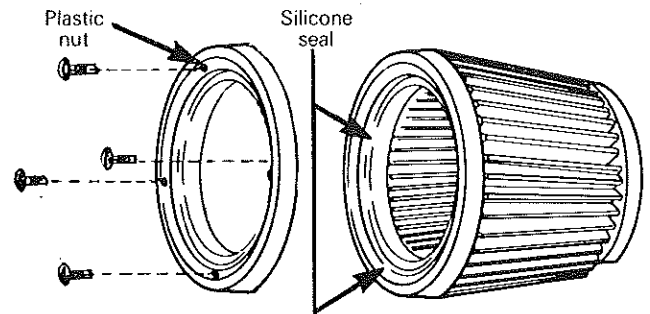
Drill 4 holes  $17/64''$  dia, equally spaced through the nut. (counter bore the four holes  $1/8''$  deep with a  $1/4''$  drill).



Apply a coat of silicone seal onto the air filter bottom edge to form a water tight seal.

Subject: OPTIONAL AIR FILTER SOCK

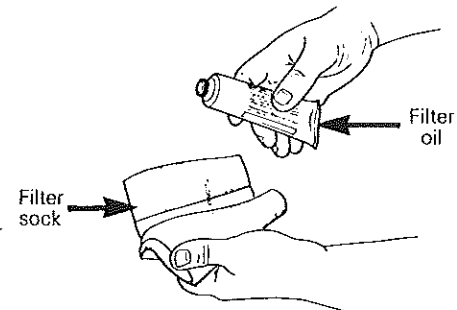
Models: MX-4 125/250/370



Then, secure the plastic nut to the air filter with the four (4) retaining screws. Allow sufficient time for the silicone seal to cure. (approx. 15 min).

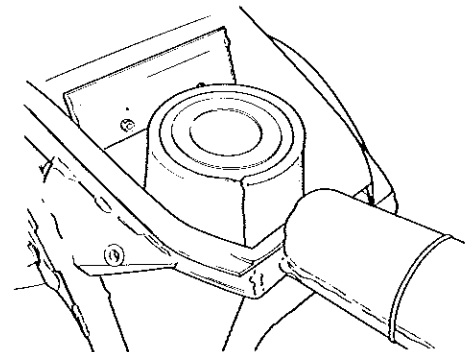
**CAUTION:** Do not overtighten the screws.

Pour filter compound onto the air filter sock and work it well into the foam until it is completely saturated.



Fit the sock over the air filter.

Apply a thick layer of grease onto the plastic nut threads and install filter/plastic nut in place.



**CAUTION:** Ensure that the filter/plastic nut is well secured in place.

**NOTE:** The filter retaining plate can still be used but is not necessary.

**Date: MAY 6th, 1978**

**Serial nos: ALL**

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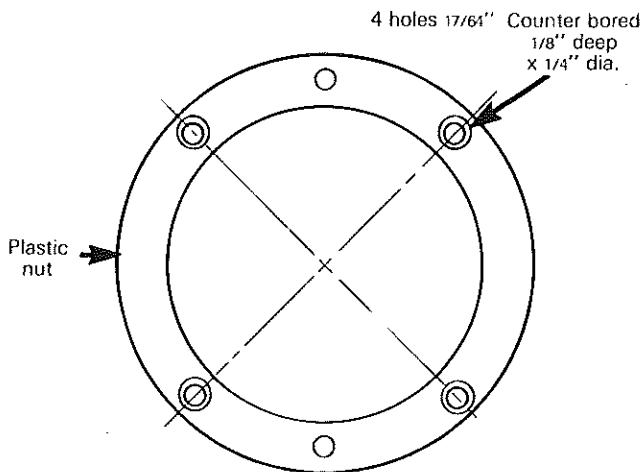
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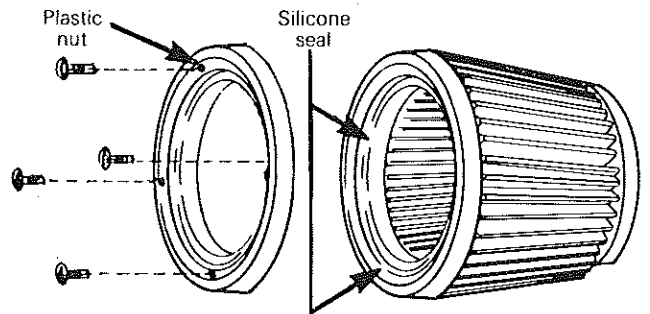
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Apply a coat of silicone seal onto the air filter bottom edge to form a water tight seal.

**Subject: OPTIONAL AIR FILTER SOCK**

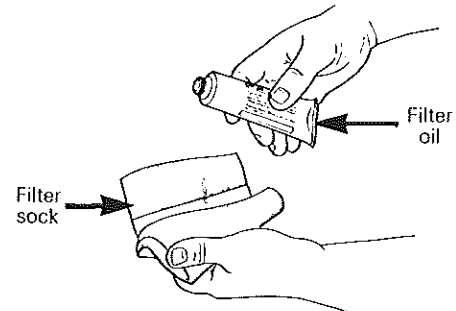
**Models: MX-4 125/250/370**



Then, secure the plastic nut to the air filter with the four (4) retaining screws. Allow sufficient time for the silicone seal to cure. (approx. 15 min).

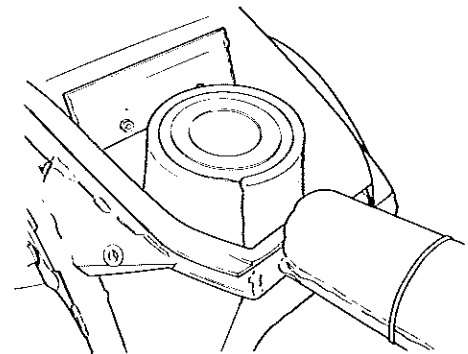
**CAUTION:** Do not overtighten the screws.

Pour filter compound onto the air filter sock and work it well into the foam until it is completely saturated.



Fit the sock over the air filter.

Apply a thick layer of grease onto the plastic nut threads and install filter/plastic nut in place.



**CAUTION:** Ensure that the filter/plastic nut is well secured in place.

**NOTE:** The filter retaining plate can still be used but is not necessary.



# Bulletin de service

no 78-13

Date: 4 MAI 1978

Nos de série: TOUS

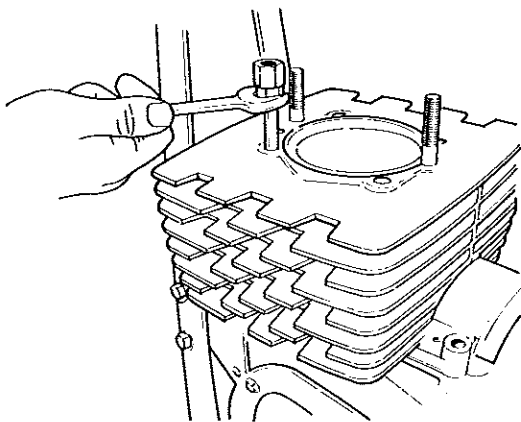
Les véhicules ci-haut mentionnés comportent maintenant une nouvelle soupape à clapet. Cette nouvelle soupape a été redessinée, de façon à offrir un fonctionnement plus sûr.

Les différentes pièces de cette soupape améliorée peuvent être obtenues sous les numéros de pièce suivants:

clapet d'admission	420 224 160
butée de clapet d'admission	420 224 170

Pour le remplacement, effectuer les opérations qui suivent:

- Déposer la selle, le réservoir à essence, la plaque matricule gauche et l'ensemble du tuyau d'échappement, y compris le collet de l'échappement (au cylindre).
- Débrancher le fil haute tension et déposer le carburateur ainsi que l'épaulement de caoutchouc.
- Déposer les supports de moteur avant et inférieur, de même que les douilles droite et gauche sous le moteur.
- Déposer le couvercle de magnéto.
- Déposer le boulon avant du support de repose-pied gauche.
- Desserrer le boulon du bras pivotant de sorte qu'il soit plus facile de baisser le moteur.
- Déposer la culasse.
- Déposer les quatre(4) goujons de cylindre.

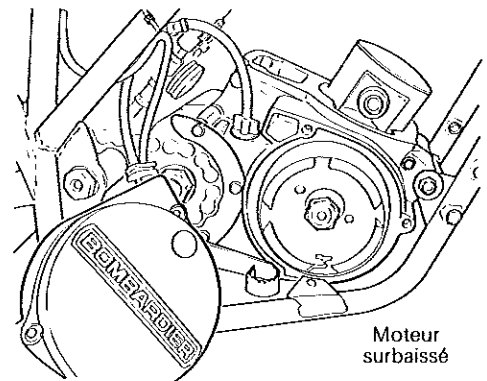


**REMARQUE:** Il n'est pas nécessaire de déposer les goujons centraux avant et arrière, lesquels sont vissés dans le cylindre plutôt que dans le carter.

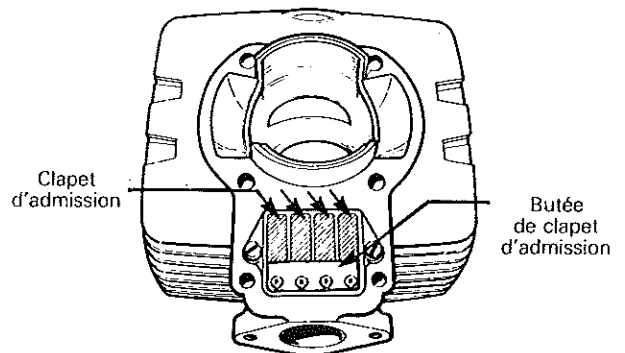
Sujet: SOUPAPE À CLAPET

Modèles: MX-4 370

Soulever et déposer le cylindre.



Pour remplacer la soupape à clapet, déposer les quatre (4) vis (N/P 420 240 350) qui retiennent la butée du clapet d'admission.



Remplacer le clapet d'admission et installer la butée de clapet d'admission; s'assurer de la placer de la façon indiquée par l'illustration.



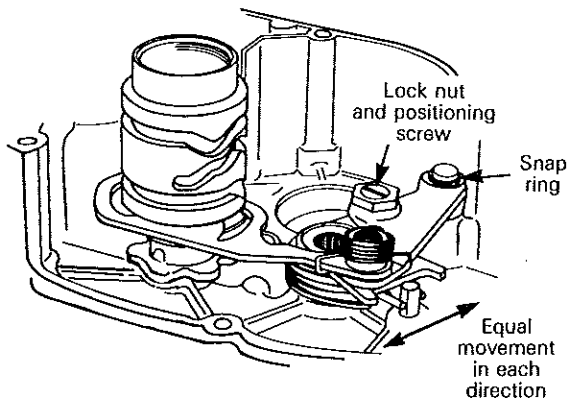
Enduire de "Loctite rouge 271" (haute résistance) les vis de retenue et remonter le tout dans l'ordre inverse de la dépose. Serrer les écrous de culasse à 26 N•m (19 lb-pi). Resserrer le boulon du bras pivotant à 102 N•m (75 lb-pi).

CE BULLETIN N'EST PUBLIÉ QUE POUR FINS D'INFORMATION.

## SHIFTING MECHANISM ADJUSTMENT

To adjust shifter drum actuating pawl proceed as follows. Position shift drum ass'y in 2nd gear or above to obtain an even travel at the actuating lever.

Then with the shift shaft in position, gently move shift lever in each direction from the middle position until shifter pawl contacts the shifter drum pin and note the amount of movement in each direction at the actuating lever.



Movement in both direction must be equal. If not, the pawl ass'y can be repositioned by unlocking the lock nut and adjusting the pawl positioning screw. Lock the nut and verify. Repeat until the travel is equal on both sides.

When final adjustment has been reached, apply Loctite no. 242 (medium strength) on the lock nut threads and torque to 27-29 N•m (20-22 ft-lbs).

— Suggested flat rate time for this repair is 3.2 hours.

THIS BULLETIN IS PUBLISHED FOR INFORMATION PURPOSES ONLY.

**Date: 4 MAI 1978**

**Nos de série: TOUS**

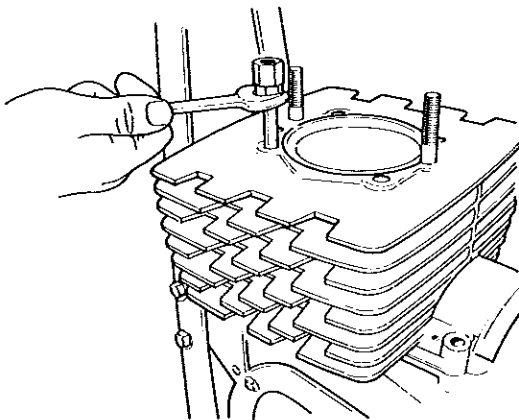
Les véhicules ci-haut mentionnés comportent maintenant une nouvelle soupape à clapet. Cette nouvelle soupape a été redessinée, de façon à offrir un fonctionnement plus sûr.

Les différentes pièces de cette soupape améliorée peuvent être obtenues sous les numéros de pièce suivants:

clapet d'admission	420 224 160
butée de clapet d'admission	420 224 170

Pour le remplacement, effectuer les opérations qui suivent:

- Déposer la selle, le réservoir à essence, la plaque matricule gauche et l'ensemble du tuyau d'échappement, y compris le collet de l'échappement (au cylindre).
- Débrancher le fil haute tension et déposer le carburateur ainsi que l'épaulement de caoutchouc.
- Déposer les supports de moteur avant et inférieur, de même que les douilles droite et gauche sous le moteur.
- Déposer le couvercle de magnéto.
- Déposer le boulon avant du support de repose-pied gauche.
- Desserrer le boulon du bras pivotant de sorte qu'il soit plus facile de baisser le moteur.
- Déposer la culasse.
- Déposer les quatre(4) goujons de cylindre.

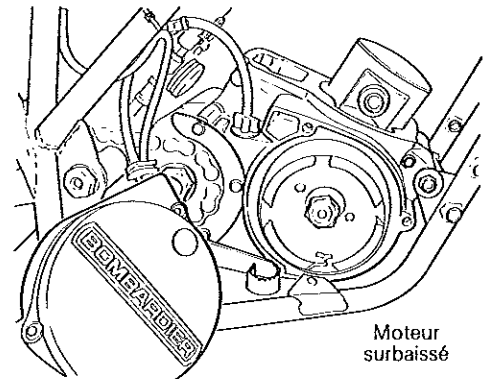


○ **REMARQUE:** Il n'est pas nécessaire de déposer les goujons centraux avant et arrière, lesquels sont vissés dans le cylindre plutôt que dans le carter.

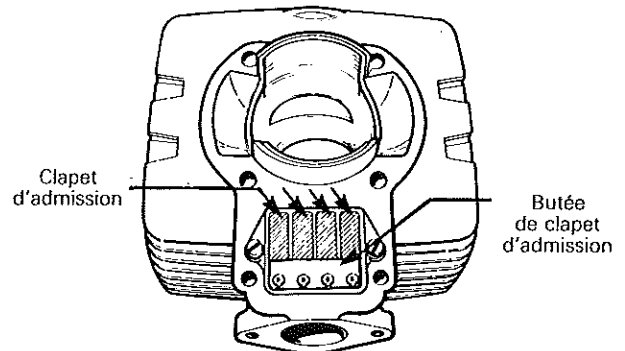
**Sujet: SOUPE À CLAPET**

**Modèles: MX-4 370**

Soulever et déposer le cylindre.



Pour remplacer la soupape à clapet, déposer les quatre (4) vis (N/P 420 240 350) qui retiennent la butée du clapet d'admission.



Remplacer le clapet d'admission et installer la butée de clapet d'admission; s'assurer de la placer de la façon indiquée par l'illustration.



Enduire de "Loctite rouge 271" (haute résistance) les vis de retenue et remonter le tout dans l'ordre inverse de la dépose. Serrer les écrous de culasse à 26 N•m (19 lb-pi). Resserrer le boulon du bras pivotant à 102 N•m (75 lb-pi).

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# Service Bulletin

no. 78-14

Date: MAY 4th, 1978

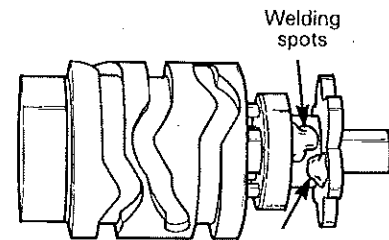
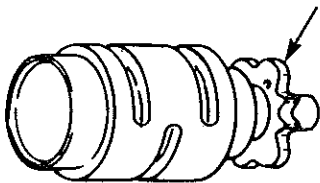
Subject: SHIFT DRUM ASS'Y

Serial nos: ALL

Models: MX-4 250/370

If erratic shifting or no shifting is experienced, it is recommended to check if the the shift drum index plate has not slipped on the shift drum and to adjust the shifting mechanism.

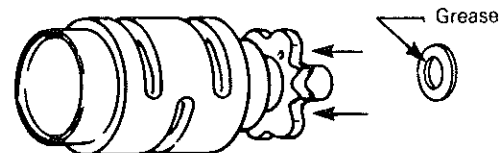
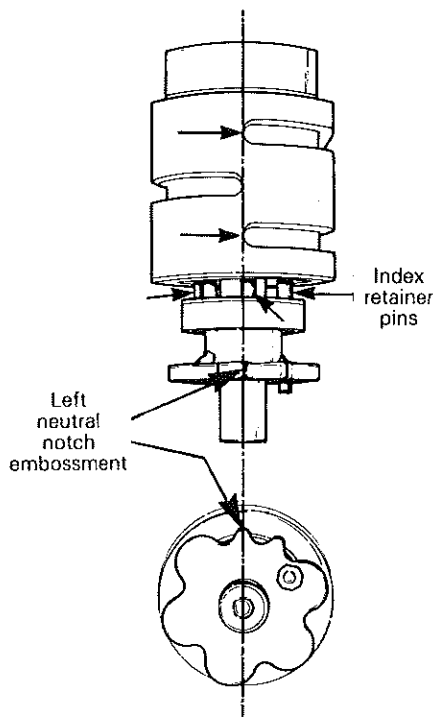
To secure the assembly, clamp the shift drum in a vise in order to press the index plate and the bushing against the shift drum then, weld the index plate to the bushing and weld the bushing to the shift drum. Tig welding (electrical) is recommended.



To repair, proceed as follows:

Position the index plate by aligning the left neutral notch embossment with the two grooved ends, on the shift drum.

At re-assembly it is recommended to coat the shift drum washer with grease, this will allow the washer to stick on the shift drum for ease of installation.

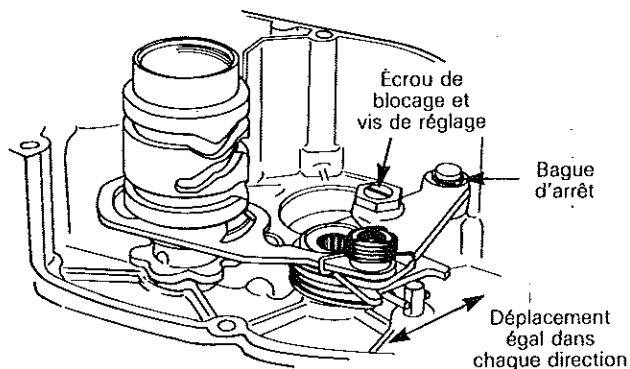


Hold the index lever (in crankcase) fully open while inserting the shift drum in place and prior to reassembly of the crankcase halves, adjust the shifting mechanism and ensure that the index is leaning against the neutral notch.

## RÉGLAGE DU MÉCANISME DE CHANGEMENT DE VITESSE

Pour régler le cliquet du tambour de changement de vitesse, placer le tambour à la position de la 2<sup>e</sup> vitesse, ou à une vitesse plus grande, de façon à obtenir un déplacement uniforme au niveau du levier de commande.

Puis, après avoir mis l'arbre de changement de vitesse en place, faire mouvoir doucement le levier de changement de vitesse dans un sens et dans l'autre jusqu'à ce que le cliquet vienne en contact avec le goujon du tambour de changement de vitesse. Remarquer le déplacement dans chaque direction, au niveau du levier de commande.



Le déplacement doit être le même dans chaque direction. Dans le cas contraire, il est possible de replacer le cliquet en dévissant l'écrou de blocage et en ajustant la vis de réglage du cliquet. Resserrer l'écrou et vérifier. Recommencer jusqu'à ce que le déplacement soit égal de part et d'autre du goujon.

Une fois terminé, appliquer du "Loctite 242" (résistance moyenne) sur les filets de l'écrou de réglage, et serrer à 27-29 N•m (20-22 lb-pi).

- Le délai (barème de temps à taux fixe) suggéré est de 3.2 heures pour la réparation complète.

CE BULLETIN N'EST PUBLIÉ QUE POUR FINS D'INFORMATION.

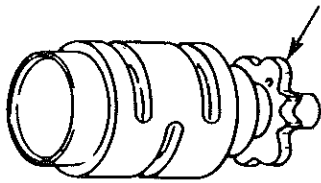
**Date:** 4 MAI 1978

**Nos de série:** TOUS

**Sujet:** TAMBOUR DE CHANGEMENT  
DE VITESSE

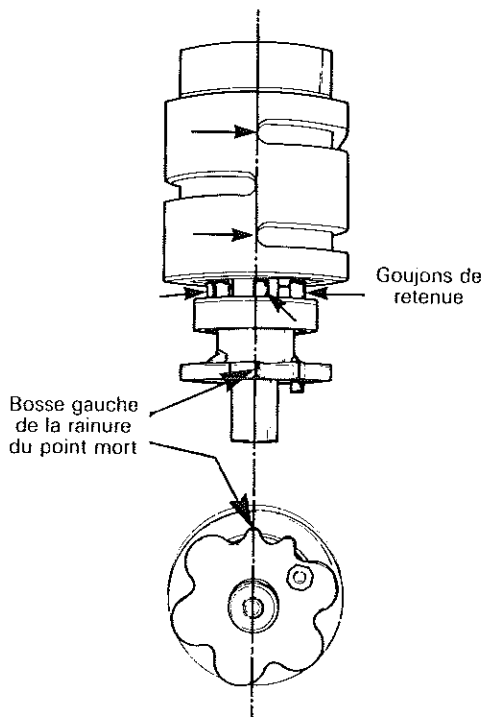
**Modèles:** MX-4 250/370

En cas d'imprécision ou de blocage du système, il est recommandé de vérifier si la plaque de changement de vitesse du tambour n'a pas glissé sur le tambour lui-même et de régler le mécanisme de changement de vitesse.



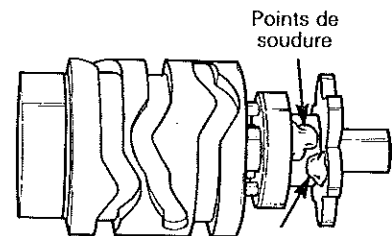
Pour réparer, effectuer les opérations qui suivent:

Placer la plaque de changement de vitesse en alignant la bosse gauche de la rainure du point mort avec l'extrémité des 2 gorges du tambour de changement de vitesse.

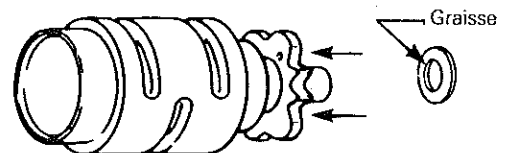


Pour fixer le tout, serrer le tambour dans un étau afin de pousser la plaque et la douille contre le tambour; puis souder la plaque de changement de vitesse à la douille et la douille au tambour de changement de vitesse.

Il est recommandé d'effectuer une soudure électrique.



Au montage, il est recommandé d'enduire de graisse la rondelle du tambour de changement de vitesse: la rondelle collera sur le tambour et l'installation sera facilitée.



Tenir le levier de changement de vitesse (dans le carter) complètement ouvert, tout en insérant le tambour en place. Avant de remonter les moitiés du carter, régler le mécanisme de changement de vitesse et s'assurer que le levier s'appuie contre la rainure du point mort.

Date: MAY 8th, 1978

Subject: ENGINE PERFORMANCE

Serial nos: 8840

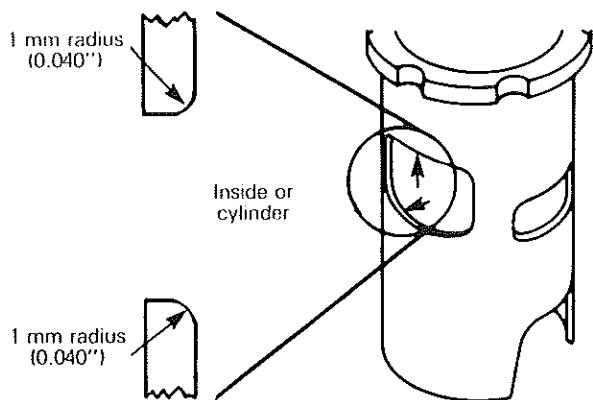
Models: MX-4 125

In order to further improve the performance of the MX-4 125 engine (124 engine type), the following modifications may be performed:

1. Check the upper and lower edges of the exhaust ports to ensure that a sufficient chamfer is present.

The chamfer should be of approximately 1 mm (0.040") radius. To correct, use a rotary grinder and a rubber bonded wheel.

▼ CAUTION: When grinding, ensure that the Nickasyl coating is not peeled or chipped.

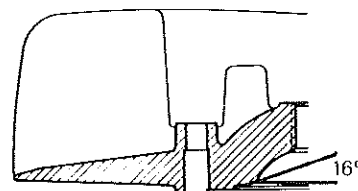
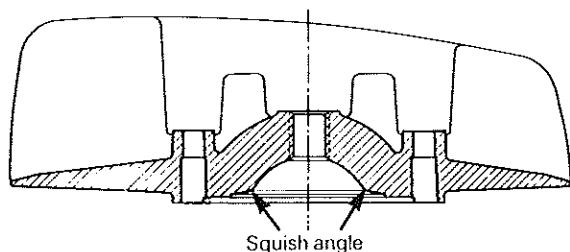


▼ CAUTION: Excessive chamfer will alter port timing.

2. Install a 2-ring piston, P/N 420 993 435.

### PROCEED AS FOLLOWS:

Remove the cylinder head and machine the squish angle to 16°.



Remove the old piston and install the new piston with rings.

Rings part number:

L-trapez ring (top)	420 215 105
rectangular ring (bottom)	420 215 175

▼ CAUTION: Prior to installation, check the piston/cylinder wall clearance and the ring end gap.

– Piston/cylinder wall clearance:	.050-.085 mm (.002"-.003")
– Ring end gap:	0.2-0.35 mm (.008"-.014")

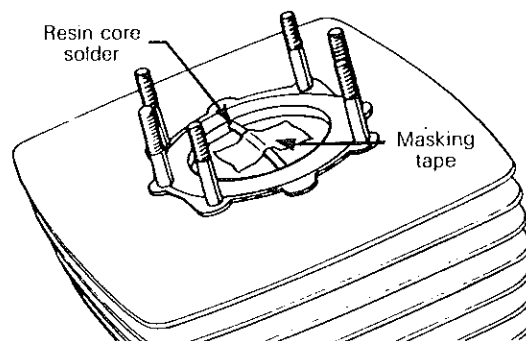
At installation, adjust the squish area to 1.52 mm (.060") by removing or adding cylinder head shims.

### PROCEED AS FOLLOWS:

Bring the piston to 1/4" B.T.D.C. and place a length of resin core solder (maximum of 1/8" diameter) across the piston, making sure it is positioned parallel to the wrist pin to obtain an equal reading on each side of the cylinder.

▼ CAUTION: Do not use acid core solder, the acid can damage the piston and cylinder wall.

○ NOTE: To hold the resin core solder in place, clean the piston surface and use masking tape.





# Service Bulletin

no. 78-15

Date: MAY 8th, 1978

Subject: ENGINE PERFORMANCE

Serial nos: 8840

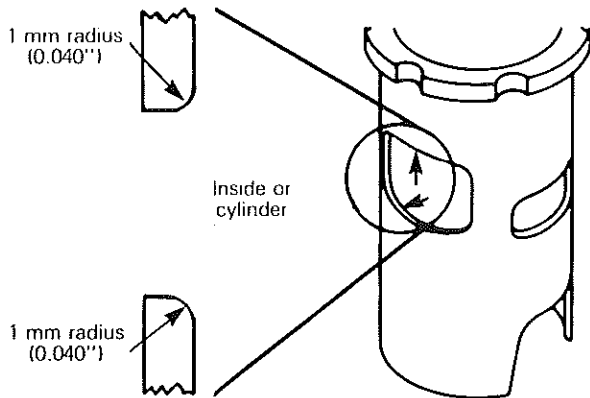
Models: MX-4 125

In order to further improve the performance of the MX-4 125 engine (124 engine type), the following modifications may be performed:

1. Check the upper and lower edges of the exhaust ports to ensure that a sufficient chamfer is present.

The chamfer should be of approximately 1 mm (0.040") radius. To correct, use a rotary grinder and a rubber bonded wheel.

▼ CAUTION: When grinding, ensure that the Nickasyl coating is not peeled or chipped.

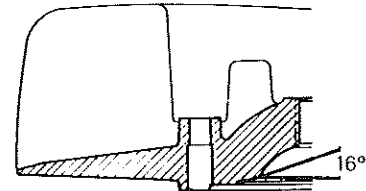
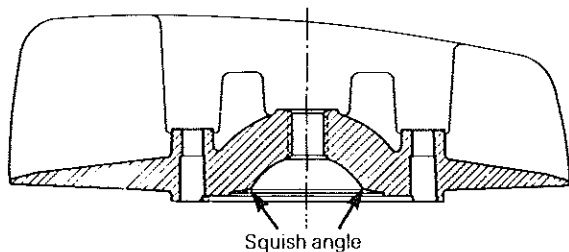


▼ CAUTION: Excessive chamfer will alter port timing.

2. Install a 2-ring piston, P/N 420 993 435.

### PROCEED AS FOLLOWS:

Remove the cylinder head and machine the squish angle to 16°.



Remove the old piston and install the new piston with rings.

Rings part number:

L-trapez ring (top)	420 215 105
rectangular ring (bottom)	420 215 175

▼ CAUTION: Prior to installation, check the piston/cylinder wall clearance and the ring end gap.

- Piston/cylinder wall clearance:	.050-.085 mm (.002"-.003")
- Ring end gap:	0.2-0.35 mm (.008"-.014")

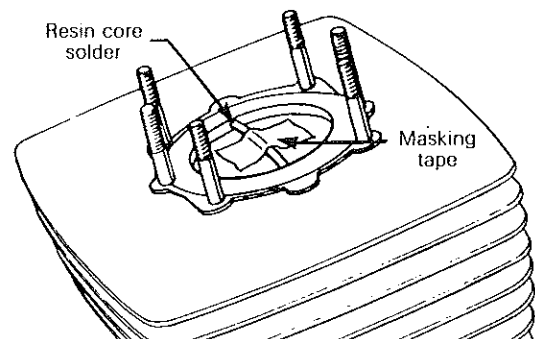
At installation, adjust the squish area to 1.52 mm (.060") by removing or adding cylinder head shims.

### PROCEED AS FOLLOWS:

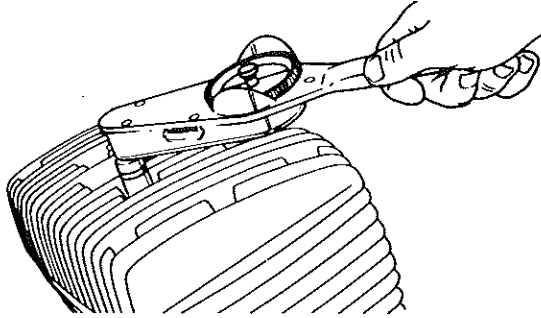
Bring the piston to 1/4" B.T.D.C. and place a length of resin core solder (maximum of 1/8" diameter) across the piston, making sure it is positioned parallel to the wrist pin to obtain an equal reading on each side of the cylinder.

▼ CAUTION: Do not use acid core solder, the acid can damage the piston and cylinder wall.

○ NOTE: To hold the resin core solder in place, clean the piston surface and use masking tape.

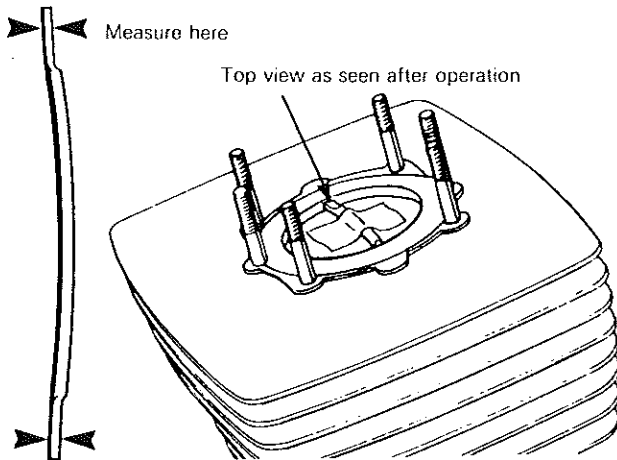


Install the cylinder head and using a criss-cross sequence, gradually torque the cylinder head nuts to 16 N•m (12 ft-lbs).



Using the magneto side crankshaft nut, rotate the crankshaft in order for the piston to pass the T.D.C. point.

Remove the head, remove the resin core solder and measure both ends.



Using this measurement, calculate the required head shim(s) needed to provide the specified squish area.

NOTE: The head shim is not a head gasket and does not need replacement unless damaged.

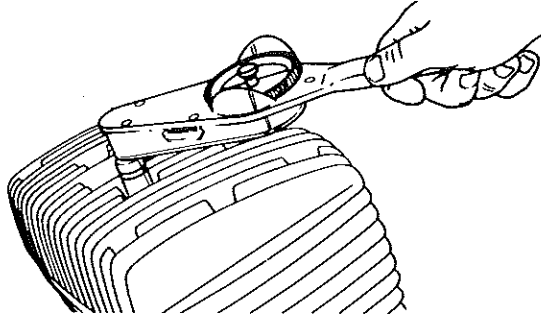
Fit the necessary shim/s (if required) and, using a criss-cross sequence, gradually torque the head nuts to the correct torque.

NOTE: After the complete modification has been performed the compression ratio should be 16:1 (nominal).

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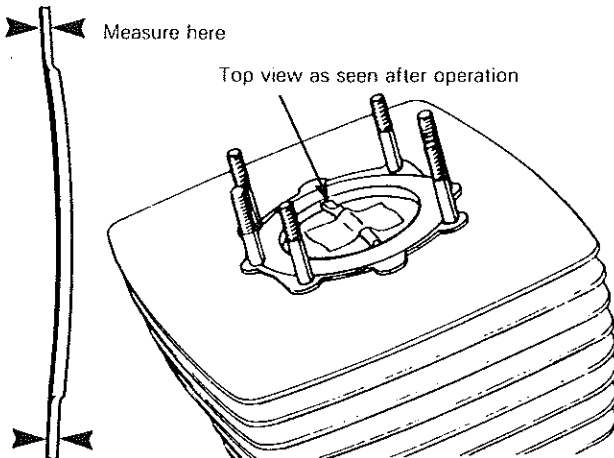
TECHNICAL INFORMATION CENTER

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Using this measurement, calculate the required head shim(s) needed to provide the specified squish area.

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Fit the necessary shim/s (if required) and, using a criss-cross sequence, gradually torque the head nuts to the correct torque.

○ NOTE: After the complete modification has been performed the compression ratio should be 16:1 (nominal).

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TECHNICAL INFORMATION CENTER