



CAM PULLEY R & R

This documentation can be used as a guide when inspecting or replacing the cam pulley.

IMPORTANT

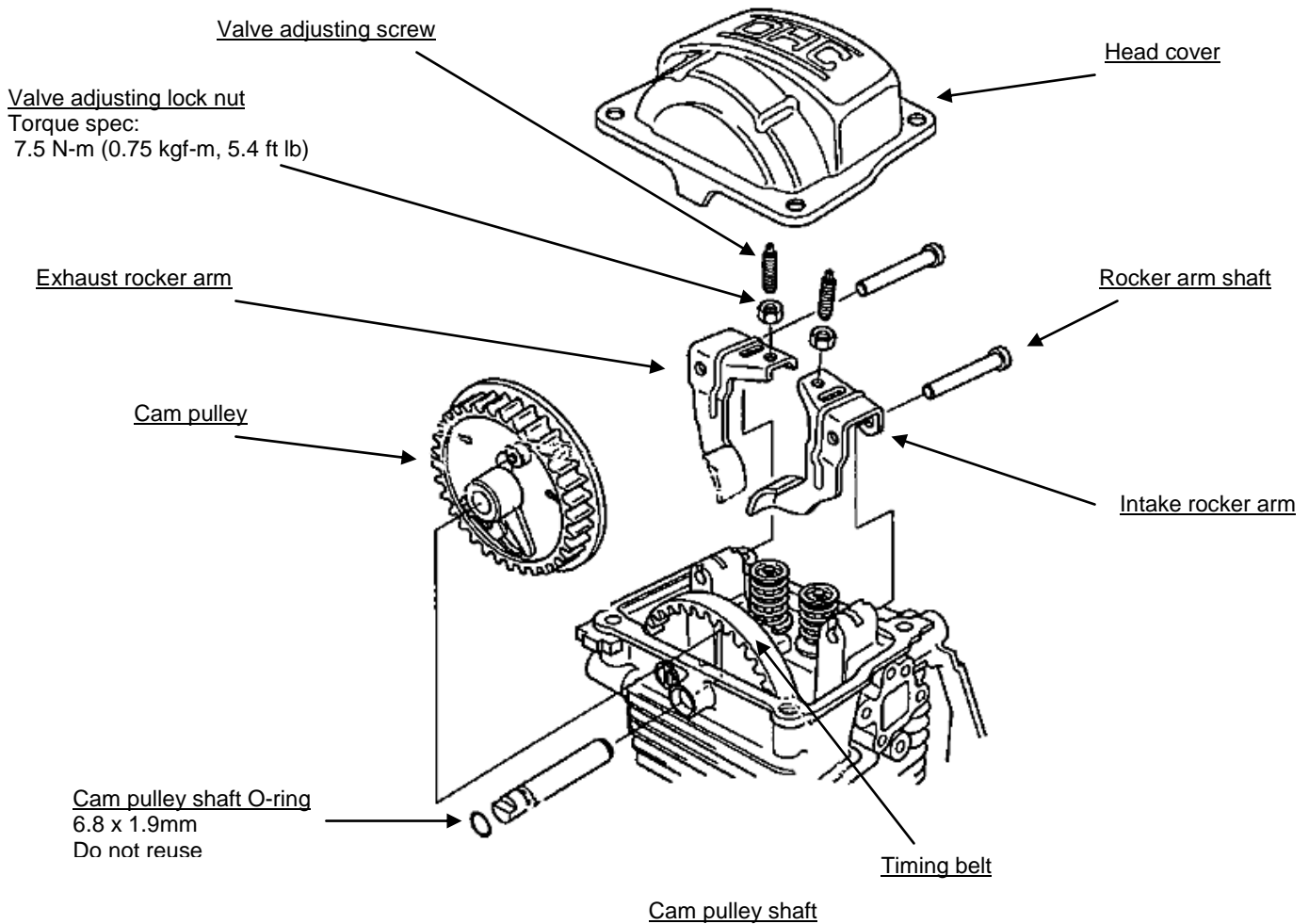
READ COMPLETE DISASSEMBLY PROCEDURES BEFORE R&R.

Disassembly Procedures

1. Remove the spark plug and head cover.
2. Before removing any parts at this point, set the piston at top dead center of the compression stroke (both valves fully closed).
3. Ensure the alignment marks on the cam pulley are in position (see page 3).
4. Remove the intake and exhaust rocker arms shafts.
5. Remove the cam pulley shaft (replace O-ring).
6. Remove the cam pulley (see page 4).
7. After removing the cam pulley it is important that the engine is not tampered with and the timing belt and crankshaft remains in this position during R & R.
8. Inspect the cam pulley (see page 5).
9. Re-assemble in reverse order making sure of the alignment marks on the cam pulley are in position and the piston is at top dead center of the compression stroke (see page 3).
10. During re-assembly you will need to set the valve clearance:
Intake .006 Thousandths ° Exhaust .008 Thousandths



MQ PART# 14320Z0D010

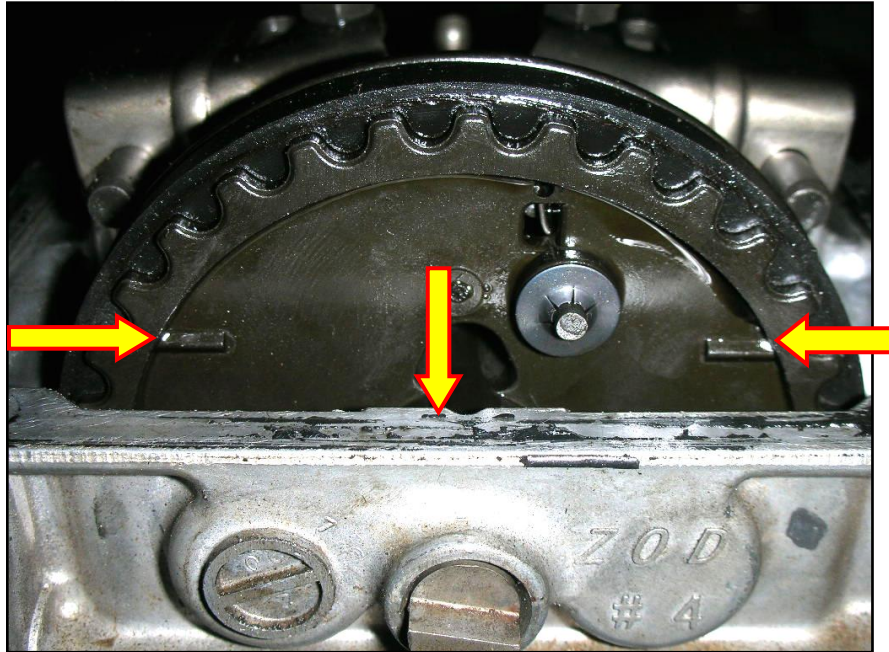


BEFORE REMOVING OR INSTALLING THE CAM PULLEY

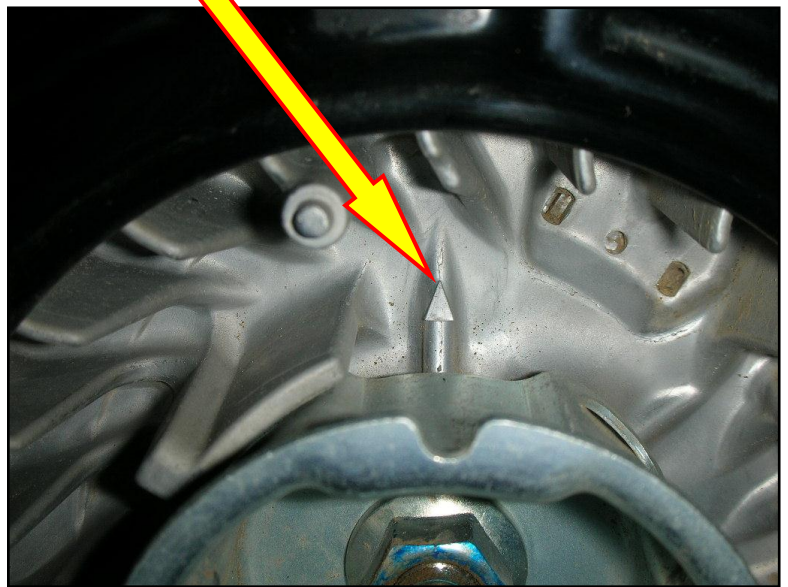
 **CAUTION**

IMPORTANT

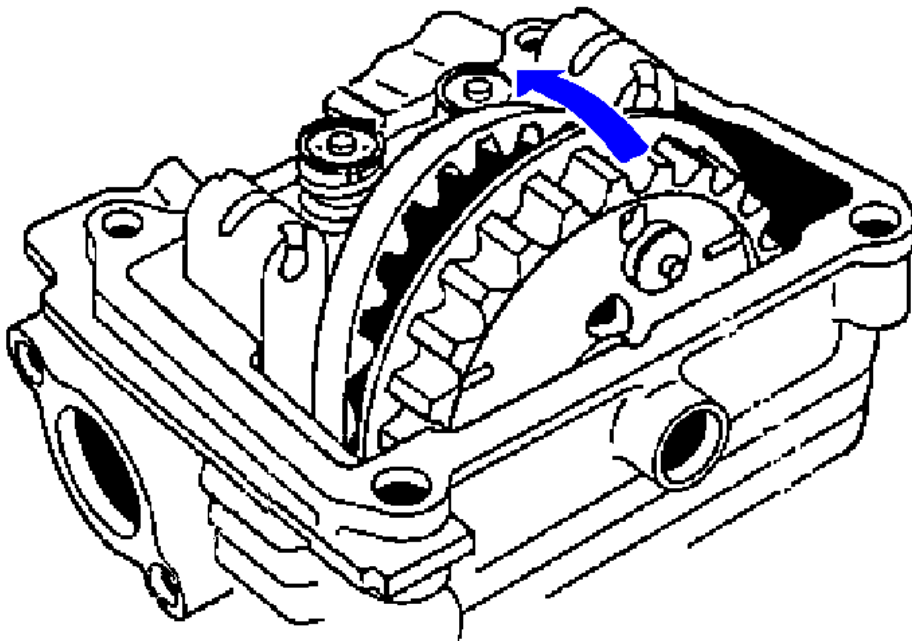
Before remove or installing the cam pulley it is very important to ensure that the alignment marks on the cam pulley are lined up parallel with the engine head surface.



Set the piston at top dead center of the compression stroke (both valves fully closed).
The stamped mark (arrow) on the flywheel should be in a vertical straight up position.



- Remove the intake and exhaust rocker arms and rocker arm shafts (see page 2 for illustration).
- Remove the cam pulley shaft from the cylinder body and cam pulley (see page 2 for illustration).
- Push the cam pulley into the cylinder a little. Detach the timing belt from the flange side of the cam pulley as shown below, and remove the pulley.

**IMPORTANT**

When removing or installing the cam pulley be careful to avoid turning the crankshaft and timing belt.

- Re-assemble in reverse order ensuring the engine is at the top dead center of the compression stroke and the cam pulley alignment marks are in position.

(see next page for inspecting the cam pulley)

INSPECTING THE CAM PULLEY

A worn cam lobe may cause lose of power, hard starting and lack of throttle control. Inspecting the cam pulley is part of maintenance and is a wear item. Cam lobe wear can be viewed when inspecting valve clearance. If a flat spot visible, the cam pulley should be removed and measured.

Inspection points

1. Check and measure the cam lobe and ensure it is not worn beyond the service limit, a flat spot indicates the effects of wear.
2. Inspect for worn or weak spring.
3. Ensure the de-compressor weight moves smoothly.

Standard:..... 36.483 mm (1.4363 inch)
 Service limit:..... 35.483 mm (1.3970 inch)

