



Super head+R TYPE-R Kit Instruction Manual

Item No. : 0 1 - 0 3 - 8 0 1 2 (Limited edition : 100 kits)

Applicable models and frame No.

Monkey · Gorilla : Z50J-2000001 ~
: AB27-1000001 ~ 1899999
Monkey BAJA : Z50J-1700001 ~
Monkey R : AB22-1000017 ~
Monkey RT : AB22-1007601 ~

XR50R : AE03-1000001 ~
CRF50F : AE03-1400001 ~
XR70R : DE02-1000001 ~
CRF70F : DE02-1700001 ~
CD90 : HA03-1100005 ~

This product is applicable to CD90 engines with the above-mentioned frame Nos.

- Thank you for purchasing one of our products. Please strictly follow the following instructions in installing and using the products.
- Before fitting the products, please be sure to check the contents of the kit. Should you have any questions about the products, please kindly contact your dealer.

~ Features ~

This is the limited edition of a cylinder head which is the improved version of a Super Head+R, with a distinctive and different look from the image of a C-type engine. This cylinder head is so designed to have specifications much closer to those of racing. Both intake and exhaust valves are made of titanium special alloy. They are designed to be about 35% lighter in weight than those made of steel to give better response for driving at higher revolutions than the conventional ones. We have incorporated roller bearings into the slipper of a valve rocker arm. The increased weight, caused by incorporation of bearings, is offset by the use of an aluminum-forged rocker arm which consequently brings about power increase in the high-speed range of operation of the engine as a result of the synergy effect. To enhance the quality of this Type-R cylinder head, both the intake and exhaust ports are hand polished. Moreover, the valve seat ring is made of beryllium copper to improve the compatibility with the titanium alloy and to improve the heat transfer.

In the case of a C-type cylinder head, it was difficult to change the camshaft with the cylinder head installed. However, the camshaft on this product can be removed with the oil-line bearings of the camshaft installed on the cylinder head side and without removing the rocker arm. Thus, the camshaft can be changed easily even with the engine being mounted on the vehicle. Furthermore, incorporation of the auto decompression system into the camshaft makes the engine start easy and reduces the load on the kickshaft and gear. The cylinder head side cover is also specially designed for this product. The left side cover is made of billet aluminum, and the right side cover is specially alumite treated. And the cylinder head surface is treated with wet blasting to make this product a special one.

Please read the following carefully before starting installation

Please note that, in some cases, the illustrations and photos may vary from the actual hardware.

We do not take any responsibility for any accident or damage whatsoever arising from the use of the products not in conformity with the instructions in the manual. This kit is designed for exclusive use in the above-mentioned applicable models of motorcycles and frame numbers, and for exclusive use in motorcycles equipped with a bore-up and bore-stroke exclusively for this kit as well. Therefore, please take note that this kit cannot be mounted on other applicable models of motorcycles, or motorcycles not equipped with bore-up, etc exclusively for this kit.

Installation of this product requires removal and reinstallation of an engine, and disassembly of a clutch. Please prepare HONDA's genuine service manual for the above-mentioned applicable models, and work with enough care following instructions in the service manual. Besides, this instruction manual, as well as HONDA's service manual, is prepared for those who have acquired basic skill and knowledge in tuning. We recommend those who are technically inexperienced or without right tools to ask a technically-trustworthy specialist shop to do the work.

We shall be held free from any kind of warranty whatsoever of products other than this product if the glitch takes place on the other products than this one after the installation and use of this product.

You are kindly requested not to contact us about the combination of our products with other manufacturers'.

A serial number is engraved on the cylinder head. You may be requested to inform us of the number when ordering parts.

Bolts, and nuts will be reused. However, be sure to replace worn-down or severely-damaged ones with new ones.

Never use liquid packing. It may plug the oil passage, and in the worst case break the engine.

Be sure to always use premium unleaded petrol. And make sure to check what kind of gasoline is remaining in the fuel tank. Whenever regular gasoline is left in the fuel tank, always replace it with high-octane gasoline.

Determine the heat value of a spark plug depending on how much it is burnt. In vehicles originally with a resistor plug, use a resistor plug.

Never use this kit on the point-ignition system motorcycle.

Please be informed that what we can safely say is that the ignition system of this kit is compatible with ours and stock ignition systems, because no data is available with us on the compatibility with other ignition systems. Therefore, please never use other ignition systems, which may cause technical troubles.

As the stock clutch cannot be used, a centrifugal filter gets unavailable. Therefore, install an oil filter outside.

Please install an oil cooler when necessary.

Engine oil must be API SF or higher class, such as SAE 10W-40 / 15W-50, which are our recommendations.

Change the sprocket with the one which meets the output and specifications.

This kit cannot be used alone if you have purchased a cylinder head kit. If you have not purchased "our special engine parts", please purchase special parts with reference to the attached "Reference data on bore- & stroke-up kit."

This kit is compatible with only those engine parts recommended by us. So, please replace the engine parts not recommended by us with those of our recommendations.

Since this kit is designed and developed for driving in closed races, do not use the kit for running on public roads.

Jump-Starting and Sudden Acceleration

Idling, sudden acceleration, and sudden engine braking will put a heavy load on the engine, which please note may result in crank shaft damage and engine breakage in the worst case.

Please be informed that, mainly because of improvement in performance, design changes, and cost increase, the product specifications and prices are subject to change without prior notice.

We will not accept any claim or complaint under any circumstances because this part is the one specially designed for racing purpose. This provision, however, does not apply provided that we have acknowledged that the defect comes from materials or workmanship.

This manual should be retained for future reference.



The following show the envisioned possibility of injuries to human bodies or property damages as a result of disregarding the following cautions.

- Since this kit is designed and developed for driving in closed races, do not use the kit for running on public roads.
- Work only when the engine and muffler are cool at below 35 degrees Celsius. Otherwise, you will burn yourself.
- Prepare right tools for the work. (Otherwise, improper work could cause breakage of parts or injuries to yourself.)
- As some products and frames have sharp edges or protruding portions, please work with utmost care. (Otherwise, you will suffer injuries.)
- Always use new gasket and packing. (The worn or damaged parts may cause the engine troubles.)

Warning The following show the envisioned possibility of human death or serious injuries to human bodies as a result of disregarding the following cautions.

- Those who are technically unskilled or inexperienced are required not to do the work.
(Improper installation because of insufficient skill and knowledge could lead to parts breakage and subsequently to accidents.)
- Before doing work, secure the motorcycle on level ground for safety's sake.
(Otherwise, your motorcycle could overturn and injure you while you are working.)
- Always start the engine in a well-ventilated place, and do not turn the engine on in an airtight place.
(Otherwise, you will suffer from carbon monoxide poisoning.)
- As gasoline is highly flammable, never place it close to fire. Make sure that nothing flammable is near the gasoline. (It may cause a fire.)
- Always use a torque wrench to screw bolts and nuts tight and securely to the specified torque.
(Improper torque could cause these parts to get damaged or fall off.)
- Never use the parts unspecified by us. (This may lead to parts breakage and consequent accidents.)
- If you find damaged parts when checking and performing maintenance, do not use these parts any longer, and replace them with new ones.
(The continued use of these damaged parts as they are could lead to accidents.)
- When you notice something abnormal with your motorcycle while riding down a road, stop riding immediately and park your motorcycle in a safe place. (Otherwise, the abnormality could lead to an accident.)
- Before riding, always check every section for slack in parts like screws. If you find slack ones, screw them securely up to the specified torque.
(Or improper torque may cause parts to come off.)
- Check or perform maintenance of parts correctly according to the procedures in the instruction manual or a service manual.
(Improper checking or maintenance could lead to an accident.)
- Always use high-octane gasoline. (Otherwise, troubles such as engine knocking may cause accidents.)

Cautions before riding:

About fuel:

Whenever regular gasoline is remaining in the fuel tank, always replace it with high-octane gasoline.

With this kit installation, a centrifugal filter will be lost. So, please install a dry-type clutch with an external oil filter or a special clutch.

About change of a sprocket:

The installation of this kit will increase the power of your vehicle. So the use of a stock sprocket will result in severe wears of parts because of too low gear, not only adversely affecting the engine life, but also breaking the engine in the worst case. Therefore, please change the sprockets with the high-geared one.

This kit cannot function on its own. Referring to the attached sheet, please purchase a bore-up or bore-stroke-up kit for exclusive use with this kit. This does not apply if you have purchased a full kit.)

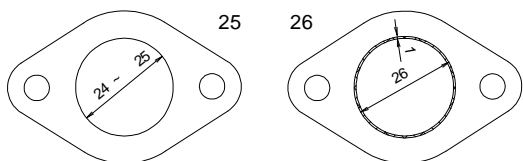
Others:

Oil cooler:

The installation of this kit increases the heat release value of the engine, set off by the increase in power. For a long-time and high load running, we recommend you to install an oil cooler kit which keeps oil at appropriate temperatures and prevents such troubles as oil film shortage at high temperatures.

Carburetor manifold:

The surface of a manifold, compatible with R-Stage & old Super Head, with a port diameter of 24 ~ 25 on the side of an inlet pipe, will not be level with the cylinder head because of the difference in manifold diameter. Enlarging the manifold's port diameter on the manifold side will bring about smoother output characteristics.



We advise you to use a special carburetor kit for Super Head+R. For the part numbers of the carburetor kits, please refer to the parts list of our recommendations on page 3.

- Special manifold only for Super Head+R

VM26: 003-02-2541
PE28: 003-02-2551

About camshaft:

If you have purchased a cylinder head kit, a special camshaft is needed separately. Camshafts with a few kinds of profiles are available from us to meet different uses and engine displacement. Even if you have purchased a full kit, you can study to use them as an optional extra in addition to camshafts included in the full kit. For more information, please refer to enclosed paper.

An inspection cap and a breather cap are included in this kit. In case you use a breather cap, please use an oil catch tank at the same time.

Revolution

Upper limit of revolutions varies depending on the installed cam shafts, etc. Referring to the camshaft comparison graph on page A'3, install a revolution counter to make sure that you drive the engine at revolutions below the upper limit.

Take note that idling and sudden acceleration in the 1st and the 2nd gears particularly tend to exceed the upper limit of revolutions. Over revolutions will result in nonsmooth revolutions of the engine, not only adversely affecting the engine life, but also breaking the engine in the worst case.

Valve spring retainer

This Super Head comes with a titanium valve spring retainer as a standard equipment. We have succeeded in developing and making the supplied titanium valve spring retainer lighter than a steel retainer by about 30 percent. Besides, we have treated the coating to the surface which has surface hardness of more than HV1500. This coating has improved the levels of wear resistance on the conventional coating. However, when it comes to durability, this retainer lags behind the steel retainer. So check and perform maintenance periodically of parts for damage and wear. Always replace damaged or worn parts with new ones. Item No.: 00-01-0184 Special valve spring retainer (In packs of two sets)

A serial number is stamped on the cylinder head. You may be requested to inform us of this number when ordering repair parts. In case you cannot place an order with us because you do not have the repair parts Item Nos, please get the Installation Manual again. And if you cannot find the repair parts item Nos by any means, place an order with us referring to the example below.

Take a note of the number stamped on the left side of the cylinder head.

Serial No. SERIAL.00* / 100

Example of ordering: Super Head Kit, repair part

Head No. - 00* / 100 valve rocker arm

Qty: one pc



For those who have purchased a cylinder head alone, selection sets are available to meet your combination demand for engine displacement, etc. Please study the required contents of the kit, referring to "Reference data on bore & stroke-up kit" on enclosed paper. Please contact your dealer for more details about the kit or enquiries.

Engine parts of our recommendations:

This kit is only compatible with those engine parts recommended by us. So, please replace the parts not of our recommendations with those of our recommendations.

| Parts of our recommendations | | | | |
|---|------------------------------------|----------------------------|----------------------------|------------|
| Clutch | Special clutch kit | | | |
| | Dry-type clutch kit | | | |
| Ignition system | Stock C.D.I. | | | |
| | Hyper C.D.I. | | 05-03-0003 | |
| | C.D.I. Magnet | | 05-02-0512 | |
| Carburetor | MONKEY 88cc 106cc 124cc | Mikuni VM26 carburetor kit | 03-05-0484 | |
| | | Keihin PE28 carburetor kit | 03-05-0981 | |
| | 138cc | Mikuni VM26 carburetor kit | 03-05-0482 | |
| | | Keihin PE28 carburetor kit | 03-05-098 | |
| | MONKEY-R 88cc 106cc 124cc | Mikuni VM26 carburetor kit | 03-05-0484 | |
| | | CRF50 | Mikuni VM26 carburetor kit | 03-05-3245 |
| | | | Super oil pump kit | |
| Oil pump | High-duty cam chain kit | | | |
| | 88cc | | 01-14-0002 | |
| | 106cc | | 01-14-0003 | |
| | 124cc | | 01-14-0006 | |
| Cam chain (Only in case of a cylinder head kit) | Oil catch return tank kit | | 07-05-0010 | |
| | Oil catch tank kit | | 09-04-032 | |
| Oil catch tank (Only for the Monkey/Gorilla) (Only in case a head breather cap is used.) | | | | |

It's impossible to install this product to a CD90 motorcycle because there is no compatible carburetor. Please take note that this product is applicable to engines with the above mentioned CD90 frame Nos only.

About optional camshafts

The following camshafts compatible with this Kit are available from us. Referring to the below-mentioned output graphics, please select a camshaft to match your usage and engine displacement for your great riding pleasure.

| | | |
|----------------|------------|--|
| S-12D camshaft | 01-08-0101 | Packed together with CRF / XR (88) |
| S-1D5 camshaft | 01-08-0102 | Packed together with Monkey / Gorilla (88/106) Packed together with CD90 Packed together with CRF / XR (106/124) |
| S-20D camshaft | 01-08-0103 | Packed together with Monkey / Gorilla Bore Stroke Up (124) |
| S-25D camshaft | 01-08-0104 | option |
| S-30D camshaft | 01-08-0105 | option |
| S-35D camshaft | 01-08-0106 | Packed together with Monkey / Gorilla Bore Stroke Up (138) |

Part of the model names of our camshafts are indicated in numbers. To cite an example, the larger the number in S- , the wider the camshaft profile operating angle. And the smaller the number, the narrower the profile operating angle. In general, the wide-angle profile is a high-speed rotation type, and the narrow-angle profile is a slow-speed rotation type.

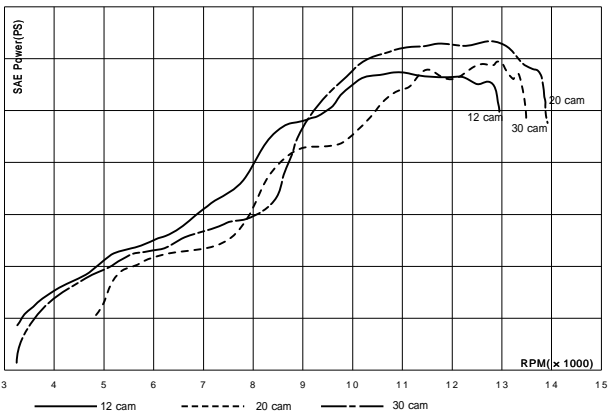
However, various factors like the engine displacement, specifications, usage, etc have to be taken into account in selecting the camprofile. So, referring to the list just as a guideline, select an appropriate camshaft to meet the usage.

Camshaft comparison data list

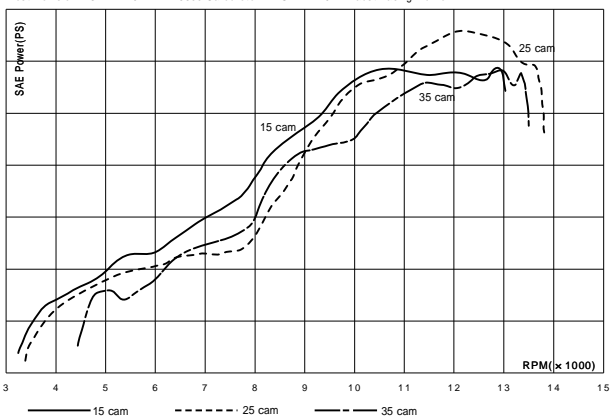
Note: As these are the data measured on a Dyno Jet, the data differ from the actual driving. Please refer to them just for a reference. The engine power varies significantly depending on the temperatures.

88 cc

Test Vehicle : MONKEY 52X41.4 88cc Carburetor:MIKUNI VM26 Exhaust:Racing Muffler

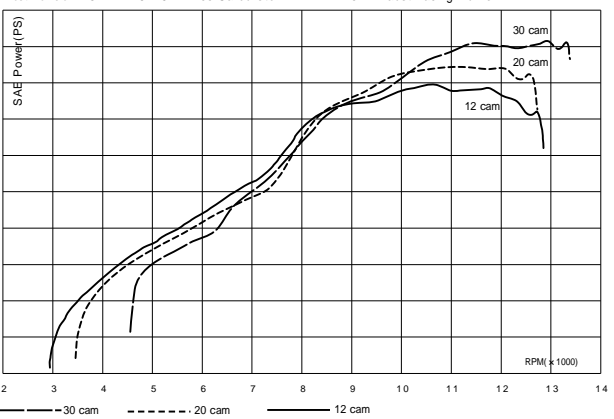


Test Vehicle : MONKEY 52X41.4 88cc Carburetor:MIKUNI VM26 Exhaust:Racing Muffler

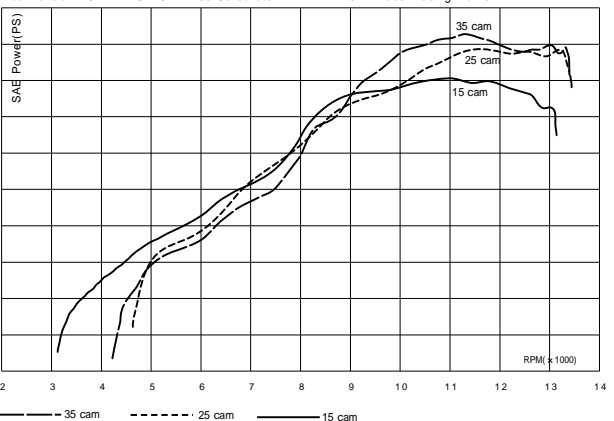


124 cc

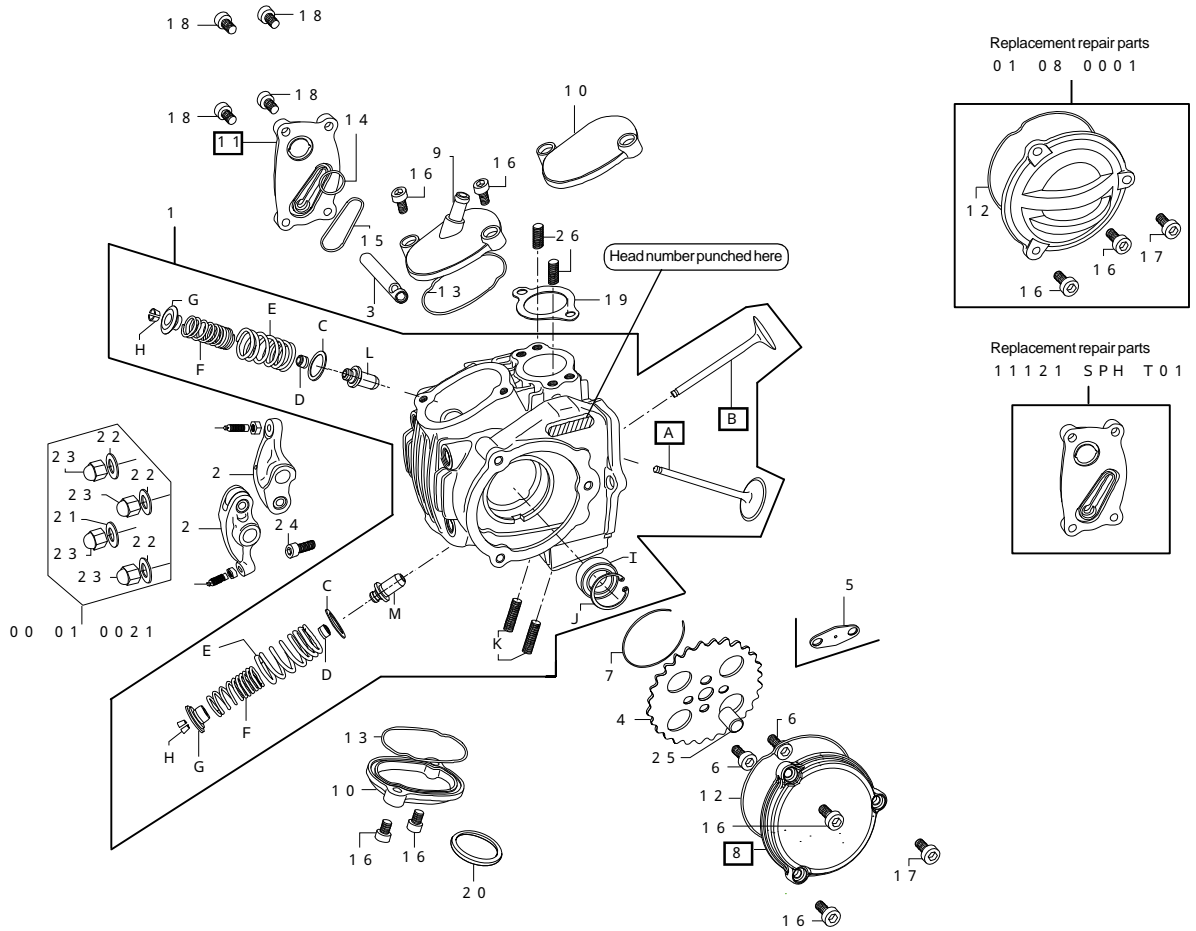
Test Vehicle : MONKEY 54X54 124cc Carburetor:KEIHIN PE28 Exhaust:Racing Muffler



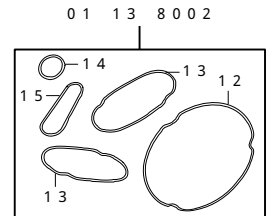
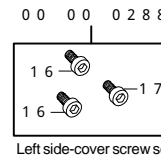
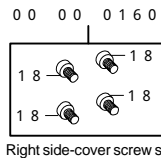
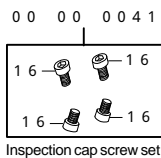
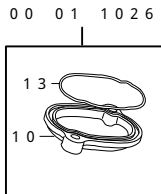
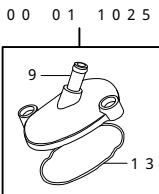
Test Vehicle : MONKEY 54X54 124cc Carburetor:KEIHIN PE28 Exhaust:Racing Muffler



~ Kit Contents ~



Please note that in ordering repair parts, be sure to quote the Repair Part Item No. Otherwise, we may not be able to accept your orders. There are some parts, however, for which we are not in a position to accept your order in just the quantity to be used. In this case, please take them in the quantity packed. The repair parts with a number in the box are those for which we cannot take orders. If you are in need of them, please either use a replacement part or place an order with us, informing the repair part item nos in the list below together with the serial No. of the cylinder head. Please note that in some cases it may take some time before the shipment.



| No. | Parts Name | Qty | Repair parts No. | Qty |
|-----|-------------------------|-----|----------------------------|-----|
| 1 | Cylinder head COMP. | 1 | | |
| 2 | Rocker arm COMP. | 2 | 14431-SPH-T01 | 1 |
| 3 | Rocker arm shaft | 1 | 14451-SPR-T00 | 1 |
| 4 | Cam sprocket | 1 | 00-01-0099 | 1 |
| 5 | Cam gear washer | 1 | 00-01-0022 (with a bolt) | 1 |
| 6 | Cap screw 5x12 | 2 | 00-00-0066 | 4 |
| 7 | Cam shaft circlip | 1 | 00-01-0081 | 3 |
| 8 | Left side-cover | 1 | 11134-2SM-T10 + SERIAL No. | 1 |
| 9 | Breather cap | 1 | | |
| 10 | Inspection cap | 2 | | |
| 11 | Right side-cover | 1 | 11121-SPH-T50 + SERIAL No. | 1 |
| 12 | Left side-cover O-ring | 1 | | 3 |
| 13 | Inspection cap O-ring | 2 | 01-13-8002 | 3 |
| 14 | O-ring 15 mm | 1 | | 6 |
| 15 | Right side-cover O-ring | 1 | | 3 |

| Symbol | Parts Name | Qty | Repair parts No. | Qty |
|--------|-------------------------|-----|-------------------------|-----|
| A | Intake valve | 1 | | 1 |
| B | Exhaust valve | 1 | 01-11-0106 + SERIAL No. | 1 |
| C | Valve spring outer seat | 2 | 00-01-0002 | 2 |
| D | Valve stem seal | 2 | 00-01-0015 | 2 |
| E | Valve spring (outer) | 2 | 01-12-0101 | 2 |
| F | Valve spring (inner) | 2 | | 2 |
| G | Valve spring retainer | 2 | 01-12-084 | 2 |

| No. | Parts Name | Qty | Repair parts No. | Qty |
|------|-----------------------|-----|------------------|-----|
| 16 | Cap screw 5x15 (SUS) | 6 | 00-00-0041 | 4 |
| 17 | Cap screw 5x10 (SUS) | 1 | 00-00-0519 | 3 |
| 18 | Cap screw 5x12 (SUS) | 4 | 00-00-0160 | 4 |
| 19 | Manifold gasket | 1 | 00-03-0009 | 3 |
| 20 | Exhaust pipe gasket | 1 | 00-01-0064 | 2 |
| 21 | Copper sealing washer | 1 | 00-01-0029 | 4 |
| 22 | Sealing washer | 3 | | |
| 23 | Cap nut 6 mm | 4 | | |
| 24 | Cap screw 6x18 | 1 | 00-00-0156 | 4 |
| 25 | Dowel pin 8x12 | 1 | 00-00-0153 | 2 |
| 26 | Socket set screw 6x15 | 2 | 00-00-0162 | 2 |
| | Alumi Special (5 g) | 1 | 00-01-0001 | 1 |
| Tool | L-shaped wrench 3 mm | 1 | | |
| Tool | L-shaped wrench 4 mm | 1 | | |
| Tool | L-shaped wrench 5 mm | 1 | | |

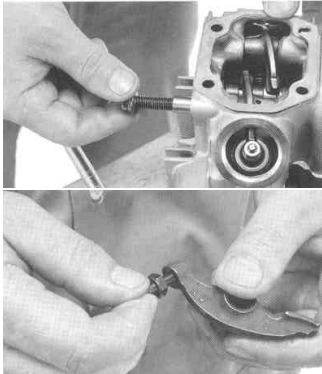
| Symbol | Parts Name | Qty | Repair parts No. | Qty |
|--------|-----------------------------|-----|------------------|-----|
| H | Valve cotter | 4 | 00-01-0018 | 4 |
| I | Radial ball bearing | 2 | | 1 |
| J | C-shaped ring | 1 | 00-01-0084 | 1 |
| K | Stud bolt 6x32 | 2 | 00-01-0085 | 2 |
| L | Over-sized valve guide, IN | 1 | 00-00-0165 | 1 |
| M | Over-sized valve guide, OUT | 1 | 00-01-0332 | 1 |

Item No. marked with an is not used when an automatic decompression camshaft is to be installed.

SPECIAL PARTS TAKEGAWA Co.,Ltd.
 3-5-16 Nishikiorihigashi Tondabayashi Osaka Japan TEL: 81-721-25-1357 FAX: 81-721-24-5059 URL: <http://www.takegawa.co.jp>

~ Cylinder Head Installation Procedures ~

Remove the rocker arm shaft and adjusting bolts and nuts on the original cylinder head.



If you find the removed adjust bolt & / or adjust nut damaged, replace it / them with (a) new one(s).

Apply engine oil to the removed adjusting bolts, and fix these bolts to rocker arms of the kit.



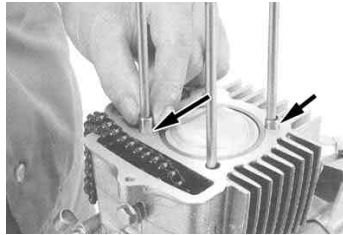
Fix the rocker arms to the Super Head.

Apply molybdenum solution to the original rocker arm shaft, and fix it on the exhaust side.

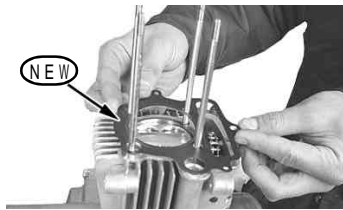
Apply molybdenum solution to a rocker arm shaft of the kit as well, and fix it with its slit part pointing to the cam chain side.



Fix 8x14 dowel pins of the kit into the dowel pin holes on the cylinder.

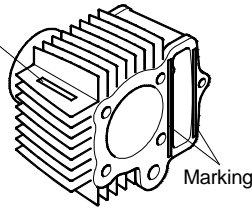


Thoroughly degrease the upper surface of the cylinder. In the case of a V, H or S (for SCUT) cylinder, attach a cylinder head gasket.

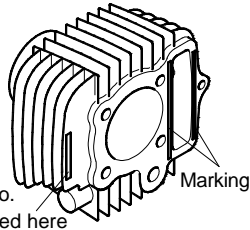


CAUTION: These cylinders have a marking on the cylinder head surface or its Item No. is stamped on the fin side.

Item No. stamped here

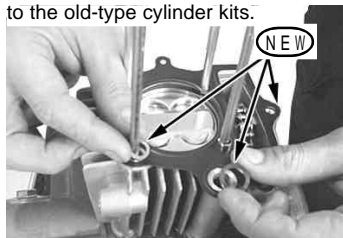


Item No. stamped here



In the case of a cylinder with no Item No. or stamped marking or a supplied cylinder coming with a green rubber gasket, attach a cylinder head gasket, black rubber packing and green rubber gasket.

The above applies only to the old-type cylinder kits.



Set the piston at the top dead center position, and install the cylinder head.

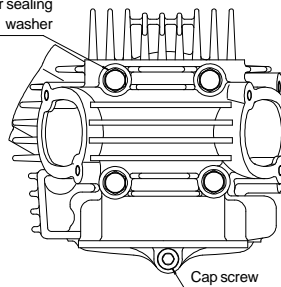


Fix the cam chain so it will not fall into the crankcase.



After applying Alumi Special a little to the threaded part of the cylinder head stud bolts, fix a copper washer of the kit to the lower-left part (oil line) and washers of the kit to other parts. Then fix four cap nuts of the kit and 6x18 cap screws as indicated in the figure below, and loosely tighten them.

Copper sealing washer



Tighten nuts on the stud bolt diagonally to the specified torque in a few steps.

CAUTION: Be sure to tighten to the specified torque.
T : 12N · m (1.2kgf · m)



Tighten the side bolt on the cylinder side and the cap screws on the cylinder head side to the specified torque.

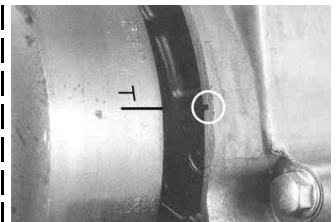
CAUTION: Be sure to tighten to the specified torque.
T : 12N · m (1.2kgf · m)



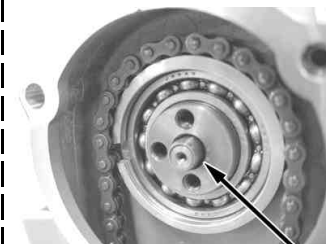
Tighten a cam chain guide roller of the cylinder to the specified torque.

CAUTION: Be sure to tighten to the specified torque.
T : 10N · m (1.0kgf · m)

Align a "T" mark on the flywheel with an alignment mark on the crankcase. Then set the piston at TDC (Top Dead Center).

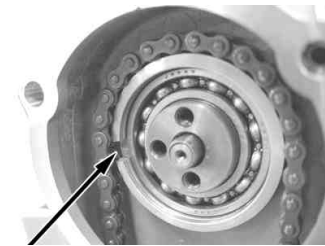


Apply engine oil to a bearing on the camshaft COMP., which please fit to a cylinder head. And put a provided 8x12 dowel pin into the center hole in the camshaft.



CAUTION: The supplied dowel pin will not be used in case a dowel pin is pressed into your camshaft.

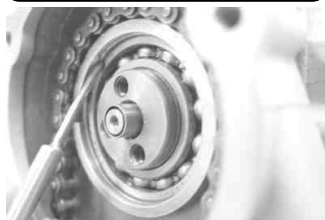
Fix a cam shaft circlip of the kit, and fix the cam shaft. At this stage, set the location of ring end gap of the circlip not to meet the notch on the cylinder head cam hole.



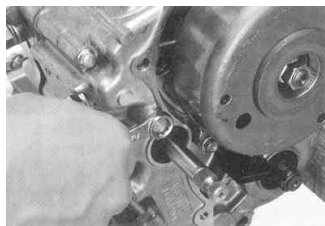
Notch

Check that the circlip is right in the circlip groove.

⚠ Warning : Do the checking without fail.



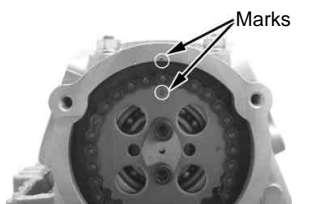
Remove the side bolt on the cam chain tensioner.



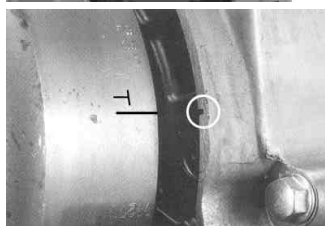
Attach the cam chain to the cam sprocket, and fix them with a cam sprocket plate and two 5x12 (black) cap screws included in the kit.

(At this point, apply Alumi Special a little to the threaded parts of the cap screws.)

Then align the "T" mark on the flywheel with the alignment mark on the crankcase, and align an "O" mark on the cam sprocket with the alignment mark on the cylinder head.

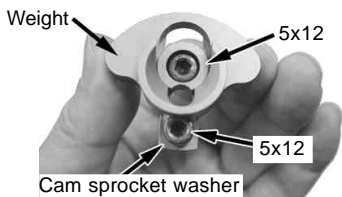


Marks



In case you install an automatic decompression cam shaft:

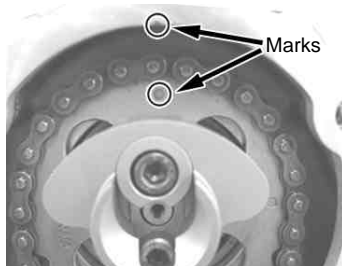
Set a cam sprocket washer through a weight, and set two black 5x12 cap screws into upper and lower holes.



Cam sprocket washer

Attach the camchain to the cam sprocket. And place the weight to face the "O" mark and install it with two black 5x12 cap screws.

(At this time, apply a thin coat of Alumi Special, the heat-resistant lubricating agent, to the thread of the cap screw.) Then, align the "T" mark on the flywheel with the alignment mark on the crankcase, aligning the "O" mark on the cam sprocket with the alignment mark on the cylinder head.



Marks

Holding the crank, tighten the cap screws, which are attached to fix the cam sprocket, to the specified torque.

⚠ CAUTION : Be sure to tighten to the specified torque.
T : 10N · m (1.0kgf · m)



Check that the "T" mark on the flywheel is still aligned with the "O" mark on the cam sprocket.

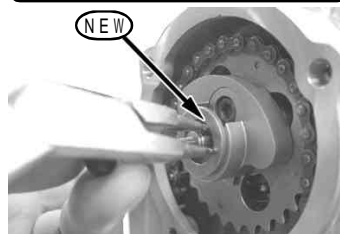
Pass a 6mm snap ring and a plate into a hand screw supplied in the Camshaft Kit, attach it to the shaft tip of the camshaft comp. and pull the shaft toward you.



Attach a snap ring in the shaft groove.

⚠ CAUTION : Do not expand the snap ring more than necessary.

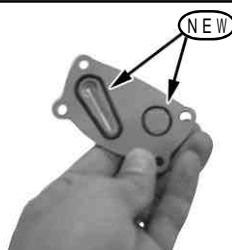
⚠ WARNING : Always use a new snap ring at any time, and do not reuse it.



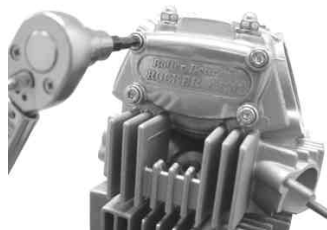
NEW

Apply engine oil a little to two kinds of O-rings for the right side cover, and fix them to the right side cover. Then tighten them with 5x12 cap screws of the kit to the specified torque.

⚠ CAUTION : Be sure to tighten to the specified torque.
T : 6N · m (0.6kgf · m)



NEW



Check that the "T" mark on the flywheel is aligning with an alignment mark on the crankcase.

Adjust the valve clearance with an adjust screw.

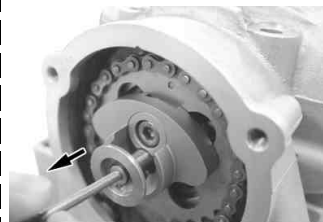
IN : 0.05 ~ 0.08 (when cold)

OUT : 0.05 ~ 0.08 (when cold)



When installing an automatic decompression cam shaft:

Adjust the valve clearance on the EX side with the shaft of the camshaft being pulled toward you so that the decompression function can be deactivated.



Tighten the adjusting nut to the specified torque.

⚠ CAUTION : Be sure to tighten to the specified torque.

T : 10N · m (1.0kgf · m)



Unfasten the hand screw.

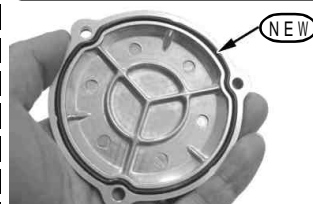


Apply engine oil a little to a left-side-cover O-ring of the kit, and fix it to the left side cover. Then fix them to the cylinder head with two 5x15 cap screws and with a 5x10 cap screw of the kit and tighten them to the specified torque. (Be careful of the location of screws.)

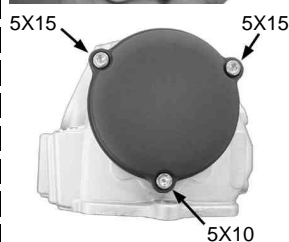
⚠ CAUTION: Screws must be used at the specified positions only.

⚠ CAUTION : Be sure to tighten to the specified torque.

T : 6N · m (0.6kgf · m)



NEW



5X15

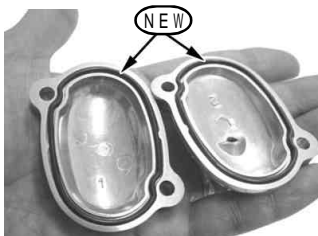
5X15

5X10

After applying engine oil a little to an O-ring on the inspection cap of the kit, attach the O-ring to the inspection cap, and fix the inspection cap with 5x15 cap screw of the kit, and tighten up the screw to the specified torque.

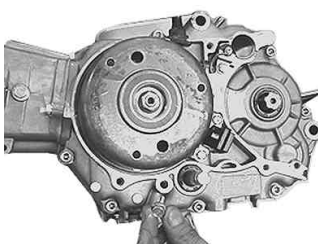
In case a breather cap is used: Apply engine oil a little to inspection cap O-rings of the kit, and fix them to the breather cap and the inspection cap. Then fix and tighten the breather cap on the intake side and the inspection cap on the exhaust side with 5x15 cap screws of the kit to the specified torque.

⚠ CAUTION : Be sure to tighten to the specified torque.
T : 6N · m (0.6kgf · m)



Pour engine oil from the side bolt hole in the cam chain tensioner, and tighten the side bolt.

⚠ CAUTION : Be sure to tighten to the specified torque.
T : 8N · m (0.8kgf · m)

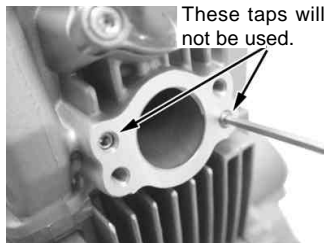


With reference to the service manual, mount the engine on the frame.

⚠ CAUTION : Be sure to follow the instructions in the manual.

Install socket set screws of the kit to two taps on the cylinder head ports which will not be used for manifold installation, and tighten them to the specified torque.

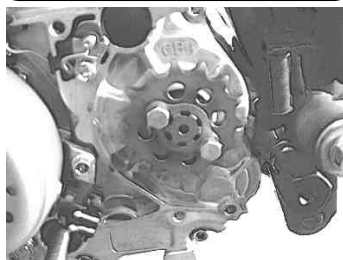
⚠ CAUTION : Be sure to tighten to the specified torque.
T : 5N · m (0.5kgf · m)



Following the instruction manual for the relative carburetor, install the carburetor.

Install the drive sprocket.

⚠ CAUTION : Be sure to tighten to the specified torque.
T : 12N · m (1.2kgf · m)



Install the generator cover.

⚠ CAUTION : Be sure to tighten to the specified torque.
T : 7 ~ 11N · m (0.7 ~ 1.1kgf · m)



Add engine oil in amount specified by the clutch kit you use. With reference to the service manual, attach the drive chain.

In the case of a three-point support crank shaft (3B) kit, fix a generator cover according to crank-kit installation instructions.

In case you use a breather cap, fix a breather hose according to oil-catch-tank installation instructions.

In case you use a breather cap, fix a breather hose according to oil-catch-tank installation instructions.

• Item No. for a blade hose set (1 m, with clips)
: 00-07-0070

Engine Starting

Check that the ignition key and the fuel cock are turned OFF.

Continue kicking the starter for a while to circulate the engine oil all around the engine.

Install the spark plug. Apply Alum Special a little to the threaded part of the plug, and fix it.

⚠ CAUTION : Be sure to tighten to the specified torque.



Designated plug

NGK : CR8HSA

Thermal value

DENSO : U24FSRU

Thermal value

Attach the plug cap to the spark plug. Wipe off the dirt and dust on the engine.

Turn ON the fuel cock and ignition key, and start the engine.

⚠ WARNING : Work only in a well-ventilated place.

When installing an automatic decompression cam shaft:

When starting the engine, keep the stroke of the kickstarter arm wide enough.

Usually, the stroke amount of the kickstarter arm becomes short especially when a dry-type clutch is installed onto the engine, which makes it hard to start the engine. Adjust the angle at which to install the kickstarter arm, and start the engine, taking sufficient stroke amount.



Take the sufficient stroke amount.

Check for any abnormality such as an abnormal sound.

If nothing abnormal is detected, carry out a shakedown for about 30 to 50 km, and check the valve clearance again.

⚠ CAUTION : Work only when the engine and the muffler are cool.

Carry out a shakedown again for about 100 to 150 km.

After the shakedown, double-check for any abnormality such as an abnormal sound and blow-by gas.

(If any abnormality is detected, disassemble the engine again and check each section.)

⚠ WARNING : Never re-use parts which cannot be re-used.

INSPECTION / SERVICE LIMITS

⚠ WARNING

Since this cylinder head manual is prepared for those who have acquired basic skills and knowledge in tuning, those who are technically unskilled or inexperienced are required not to do the work.

After the disassembly of the hardware and a cylinder head, clean them before the inspection and measuring. And then, blow them with compressed air, and dry them well. Engine oil for lubricating the camshaft will be supplied through the oil passage in the cylinder head. Clean the oil passage before assembling the cylinder head. After the disassembly of hardware, put a mark on the hardware so they can be reinstalled correctly to their original position.

Reference Value List for Cylinder Head Maintenance

| Items | Standard | Service Limit | Remarks |
|---|-----------------------------|-----------------|----------------------------------|
| Valve clearance (intake) | 0.05 ~ 0.08mm (when cold) | ————— | |
| (exhaust) | 0.05 ~ 0.08mm (when cold) | ————— | |
| Cylinder head distortion | ————— | 0.05mm | Replace |
| Inside diameter of valve rocker arm | 10.000 ~ 10.015mm | 10.05mm | Replace |
| Outside diameter of rocker arm shaft (intake / exhaust) | 9.978 ~ 9.987mm | 9.92mm | Replace |
| Clearance between a rocker arm and a shaft | 0.013 ~ 0.037mm | 0.10mm | Replace |
| Inside diameter of valve guide (intake) | 4.500 ~ 4.512mm | 4.56mm | Replace the guide or the head |
| (exhaust) | 4.500 ~ 4.512mm | 4.57mm | Replace the guide or the head |
| Outside diameter of valve stem (intake) | 4.475 ~ 4.490mm | 4.47mm | Replace |
| (exhaust) | 4.460 ~ 4.475mm | 4.45mm | Replace |
| Clearance between a valve stem and a guide (intake) | 0.01 ~ 0.037mm | 0.09mm | Replace the guide or the head |
| (exhaust) | 0.025 ~ 0.052mm | 0.12mm | Replace the guide or the head |
| Valve seat contact width (Intake) | 0.8 ~ 1.0mm | 1.5mm | Modify or replace the head |
| (exhaust) | 1.0 ~ 1.2mm | 1.7mm | Modify or replace the head |
| Free length of valve spring (outer) | 34.8mm | 33mm | Replace |
| (inner) | 30mm | 28.5mm | Replace |
| Valve spring retainer (intake / exhaust) | ————— | coating peeling | Replace Check once every 500km |

Special tool : Valve spring compressor set of Item No. 00-01-1005

Torque unit

1 kgf · m = 9.80665 N · m (=newton meter)

(MO-OIL)

This mark shows molybdenum solution.

This solution is a mixture of molybdenum grease and engine oil (in the ratio of 1:1).

Apply molybdenum solution or assembly paste to the portions where it is indicated that molybdenum solution needs to be applied.

(NEW)

This mark shows those parts to be replaced with every overhaul.

Do not fail to replace these parts every time they are overhauled.

(AL-SPL)

This mark means Alumi Special (heat-resistant lubricating agent).

• Alumi Special = heat-resistant lubricating paste and grease which prevent galling from high temperatures and heavy loading, and adhesion.

(Purpose: good for those parts which get hot like a spark plug and exhaust manifold.)

Never apply this to any parts other than the specified parts.

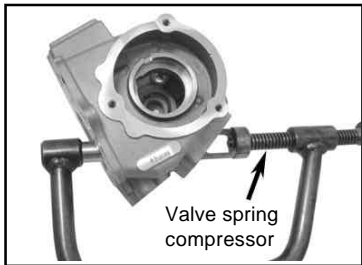
INSPECTION / SERVICE LIMITS

Splitting of Valve

- Compress the valve spring, using a valve spring compressor.

⚠ CAUTION : Never compress it more than necessary.

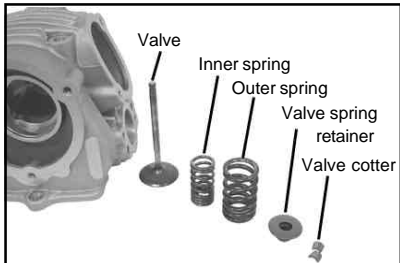
Special tool: Valve spring compressor set of item No. 00-01-1005



- Removal of Valve Cotter

Use a magnet to remove the cotter if it does not come off easily.

- Remove first the valve spring compressor, and then the following parts:
 - Valve spring retainer
 - Valve spring (Inner & Outer)
 - Valve



⚠ CAUTION : If the valve is damaged at its end, do not remove it forcibly, but rectify the end first before removing it.

Check each valve for bending, baking, and damages.

- Measure the exterior diameter of the valve stem at the sliding surface of the guide with a micrometer.

Service Limit IN : 4.47 mm
EX: 4.45 mm

Replace the bent, baked or damaged valves with new ones.

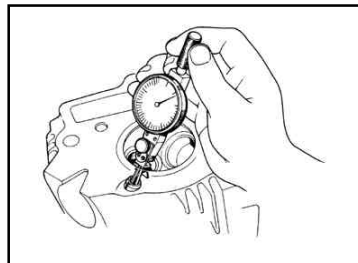


Inspection of the Valve Guide.

- Measure the inner diameter of the valve guide.

Service Limit IN : 4.56 mm
EX: 4.57 mm

Replace the valve guide or cylinder head if the valve guide is scratched or damaged.



Outer diameter of the valve stem subtracted from the inner diameter of valve guide is a guide clearance.

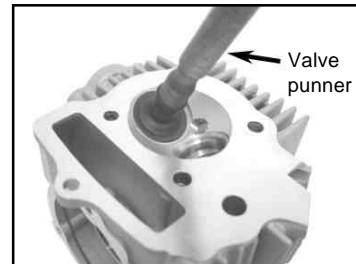
Service Limit IN : 0.09 mm
EX: 0.12 mm

Inspection of Valve Seat

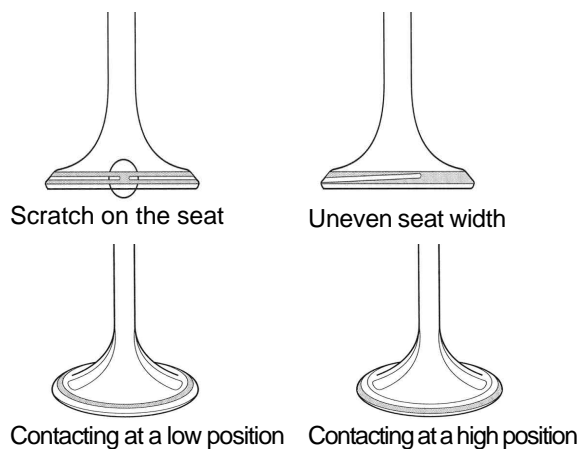
- Remove carbon sediment in the cylinder head combustion chamber and valve.
- Dissolve red lead primer with oil or the like, and apply it to the valve face evenly.



- Strike the valve once and lightly with a valve punner, and rotate it.
- Wipe off the red lead primer on the valve faces, and strike the valves once and lightly with the valve punner without rotating them, and check the contact surfaces for damages or scratches.



INSPECTION / SERVICE LIMITS



Service Limit:

Need to be fixed when the service limit at IN is more than 1.5 mm and when the service limit at EX is more than 1.7 mm.

- If there is a scratch on the valve seat, modify the seat.
- If the contact width is wide, narrow, in a high or low position, modify the seat.
- Ask a specialist shop in internal combustion or TAKEGAWA for the modification work.
- When correcting the valves by fitting them together, fit them just lightly together, using close-grained compound.

Caution about valves

- The titanium alloy is characteristic of deterioration over time. Therefore, never fail to make a regular inspection of the material regardless of how long it has been used.

Inspection of Rocker Arm:

- Check the rocker arms for scratches, damages and jamming. And check if the bearing rotates smoothly.
- Measure the internal diameter of the rocker arms.
- Unfasten an adjust bolt, and check it for scratches. If it is scratched, change it with a new one.

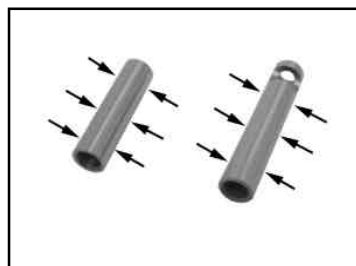


Service limit : If the inner diameter is bigger than 10.05 mm, replace the rocker arm.

Inspection of Rocker Arm Shaft

- Check the rocker arm shaft for bending, scratches, and damages.
- Measure the external diameter of the rocker arm shaft.

Service limit : If the external diameter is smaller than 9.92 mm, replace it.

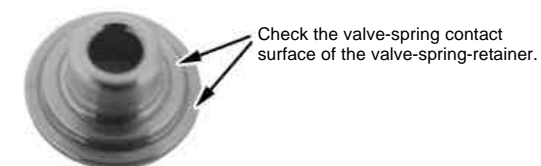


Outer diameter of the rocker arm shaft subtracted from the inner diameter of rocker arm is a clearance.

Service limit : If the clearance is bigger than 0.1 mm, replace the rocker arm shaft.

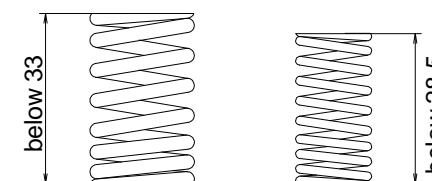
Inspection of Valve Spring Retainer

- Check the valve-spring contact surface of the valve spring retainer for the peeling or damage.
- Replace it with a new one if its coating is peeled off or is damaged.



Inspection of Valve Spring

- Check the valve springs for scratches and damages.
- Measure the free length of the valve springs.
 - Outer : If the length is below 33, replace them.
 - Inner : If the length is below 28.5, replace them.



Inspection of Camshaft

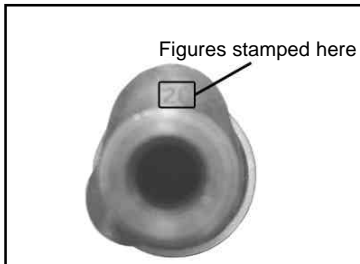
- Check the camshaft for scratches, cracks, and damages.
- Measure the height of each cam top.



INSPECTION / SERVICE LIMITS

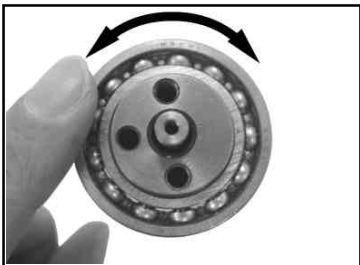
| Kinds of Camshafts | IN | EX | |
|--------------------|-------------|-------------|---------|
| S-12 | Below 28.8 | Below 28.8 | Replace |
| S-15 | Below 28.8 | Below 28.8 | Replace |
| S-20 | Below 29.0 | Below 28.8 | Replace |
| S-25 | Below 29.1 | Below 28.8 | Replace |
| S-30 | Below 29.43 | Below 29.03 | Replace |
| S-35 | Below 29.43 | Below 29.03 | Replace |

- A kind of the camshaft is stamped on the cam top. When you have forgotten the kind of the camshaft, see the stamped figures.



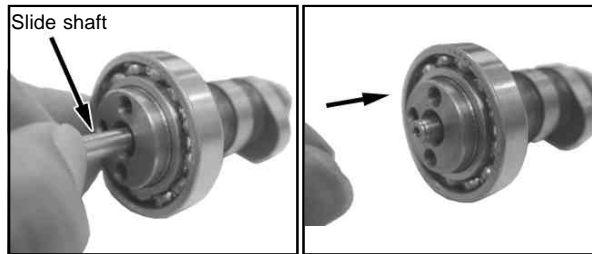
Inspection of the Camshaft Bearing

- Rotate the outer race of the bearings with fingers. If the outer race does not rotate smoothly or if it is rickety, replace either the ball bearing or cam shaft.

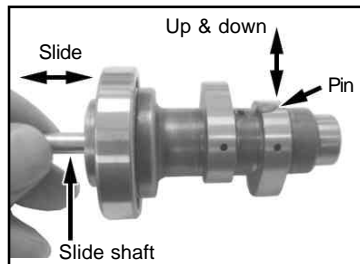


• In the case of automatic decompression camshaft:

- Pull the slide shaft of the camshaft center. And compress the spring in the shaft, and release the shaft. Then, check if the slide shaft slides smoothly and slides back to its original position. If the slide shaft does not slide smoothly or the tension is not on the spring of the slide shaft, change the camshaft.

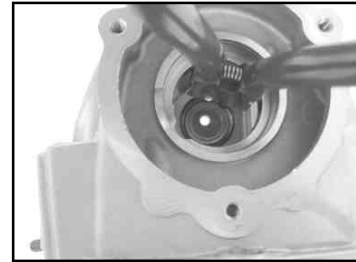


- Slide the slide shaft, and check if the decompression pin moves up and down on the EX side cam. If the pin does not move up and down when you slide the shaft, or the shaft does not slide because it has become stuck, then change the cam shaft.

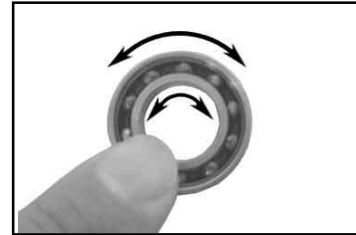


Inspection of the bearing

- Take out the C-shaped ring from the cylinder head and remove the ball bearing.

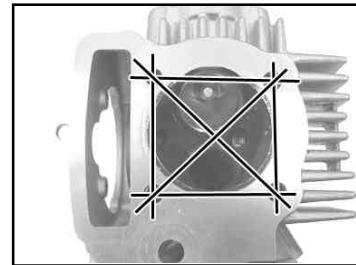


- Rotate the bearing race with fingers. If it does not rotate smoothly or if it is rickety, replace the bearing.



Inspection of Cylinder Head

- Check the spark plug hole and valve hole for the cracks in the vicinity. Check the cylinder head for distortion with a straight edge and thickness gauge.

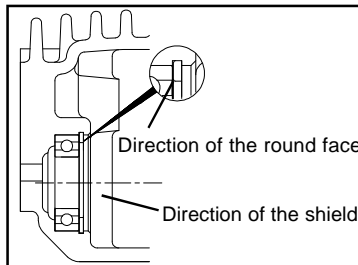


- Service limit: If the distortion is over 0.05 mm, rectify or replace the cylinder head.

INSPECTION / SERVICE LIMITS

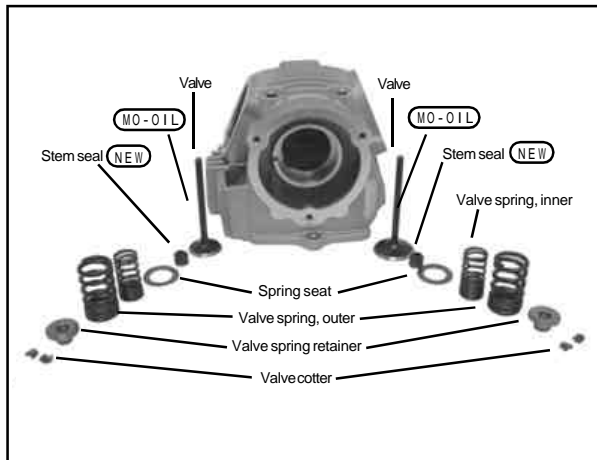
Installation of Bearing

- Install the bearing to the cylinder head with the shield facing the camshaft.
- Install the C-shaped ring with its round portion facing the bearing.



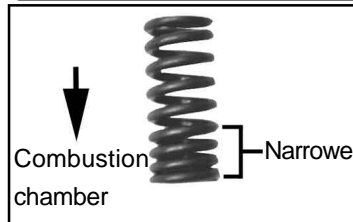
Valve Assembly:

- Install valve spring seats and new valve stem seals.
- Apply molybdenum solution to the sliding surfaces of the valve stems, and fit the valves into the valve guides, rotating valves slowly with care not to damage the stem seals.



- To the head, attach the valve spring, with a narrowly-pitch side pointing to the combustion chamber.

⚠ CAUTION : Be sure to place the narrower-pitched portion of the valve spring to face the combustion chamber side.



- Compress the valve spring with a valve spring compressor. And apply a thin coat of grease to valve cotters, and install them.

⚠ CAUTION : Do not compress the valve spring more than necessary.



- Strike lightly the end of valve stems a few times so the valves and cotters fit together well.

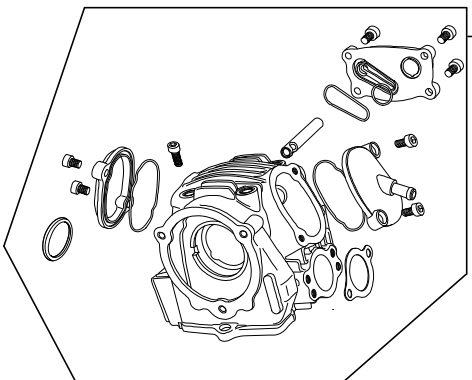
⚠ CAUTION : Never compress it more than necessary.



Super head+B ボアアップ参照表 (88 c c 、 106 c c)

Reference data on bore- up kit (88cc,106cc)

01 03 8010
01 03 8011
01 03 8006
01 03 8012

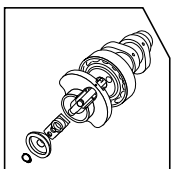


| | |
|---------------|------------|
| S-12 camshaft | 01-08-0012 |
| S-15 camshaft | 01-08-0015 |
| S-20 camshaft | 01-08-0020 |
| S-25 camshaft | 01-08-0025 |
| S-30 camshaft | 01-08-0030 |
| S-35 camshaft | 01-08-0035 |



カムを選択

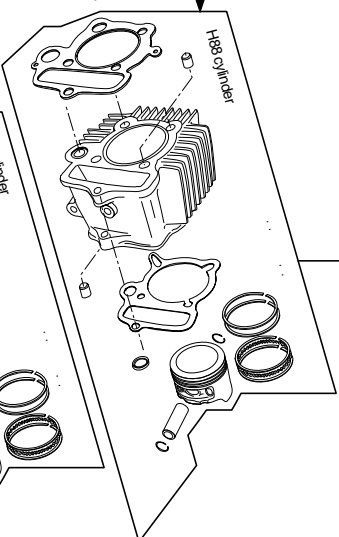
Select a cam



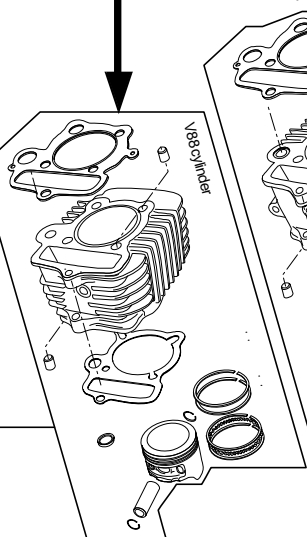
| | |
|----------------|------------|
| S-12D camshaft | 01-08-0101 |
| S-15D camshaft | 01-08-0102 |
| S-20D camshaft | 01-08-0103 |
| S-25D camshaft | 01-08-0104 |
| S-30D camshaft | 01-08-0105 |
| S-35D camshaft | 01-08-0106 |

88 c c

V又はHシリンダー選択
Select a V or H cylinder

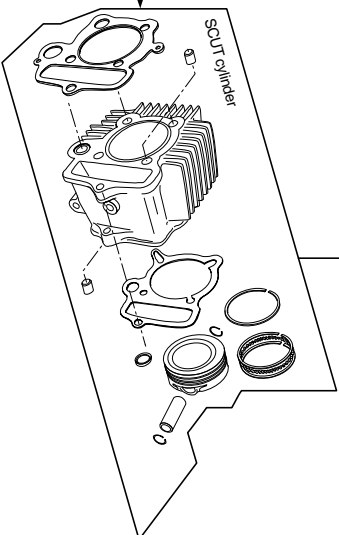


01 04 8088H 52鋼鉄スリーブシリンダー 52mm cast iron sleeve cylinder



01 04 8088V 52鋼鉄スリーブシリンダー 52mm cast iron sleeve cylinder

106 c c



01 04 8002 57mmスチンシリンダー-SCUT 57mm SCUT plated cylinder

01 03 8010・01 03 8011・01 03 8006・01 03 8012シリンダーヘッドキットのみで購入された場合、この参照表にて専用パーツを検討して下さい。(CD90除く)

If you have purchased a cylinder head kit only (Item No. 01-03-8010・01-03-8011・01-03-8006・01-03-8012), please study to install these special parts referring to this reference data. (except CD90)

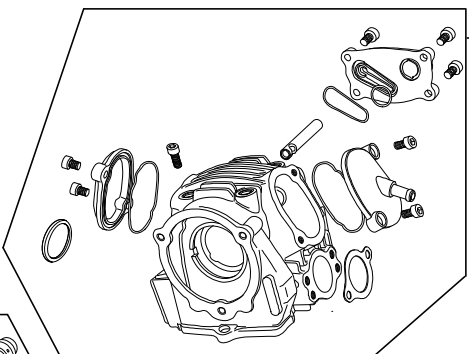
Super head+B

ボア & ストローク参照表 (100cc)

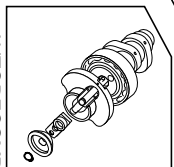
Reference data on bore- & stroke kit (100cc)

01 03 8010
01 03 8011
01 03 8006
01 03 8012

| | |
|---------------|------------|
| S-12 camshaft | 01-08-0012 |
| S-15 camshaft | 01-08-0015 |
| S-20 camshaft | 01-08-0020 |
| S-25 camshaft | 01-08-0025 |
| S-30 camshaft | 01-08-0030 |
| S-35 camshaft | 01-08-0035 |

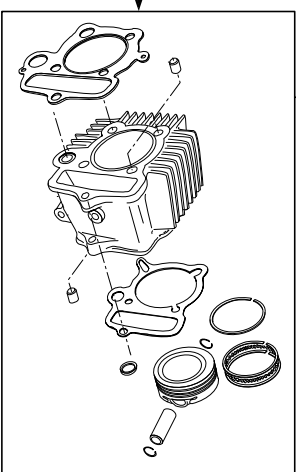


カムを選択
Select a cam



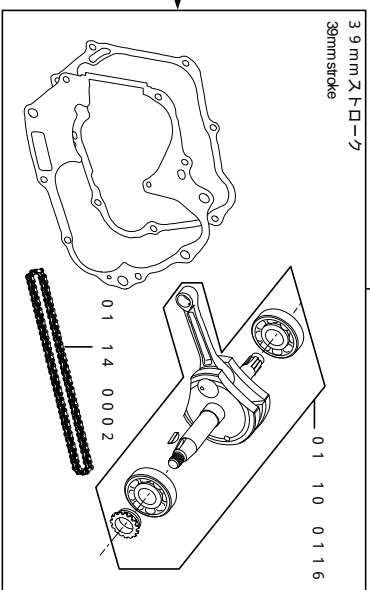
| | |
|----------------|------------|
| S-12D camshaft | 01-08-0101 |
| S-15D camshaft | 01-08-0102 |
| S-20D camshaft | 01-08-0103 |
| S-25D camshaft | 01-08-0104 |
| S-30D camshaft | 01-08-0105 |
| S-35D camshaft | 01-08-0106 |

01 04 0122 スクェアシャフト SCUT
SCUT plated cylinder



39mm ストローク
39mm stroke

01 10 0115



01 03 8010・01 03 8011・01 03 8006・01 03 8012 シリンダーヘッドキットのみで購入された
場合、この参照表にて専用パーツを検討して下さい。(CD90除く)

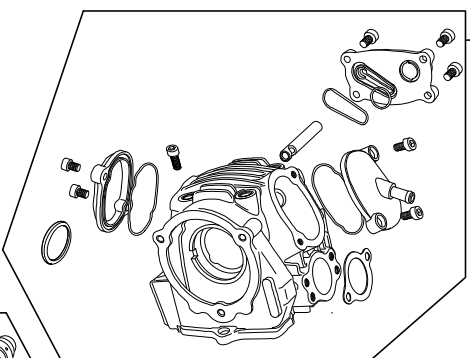
If you have purchased a cylinder head kit only (Item No. 01-03-8010・01-03-8011・01-03-8006・01-03-8012), please study to install these special parts referring to this reference data. (except CD90)

Super head+B ボア&ストローキツアップ参照表 (106cc)

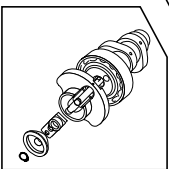
Reference data on bore- & stroke-up kit (106cc)

01 03 8010
01 03 8011
01 03 8006
01 03 8012

| | |
|---------------|------------|
| S-12 camshaft | 01-08-0012 |
| S-15 camshaft | 01-08-0015 |
| S-20 camshaft | 01-08-0020 |
| S-25 camshaft | 01-08-0025 |
| S-30 camshaft | 01-08-0030 |
| S-35 camshaft | 01-08-0035 |



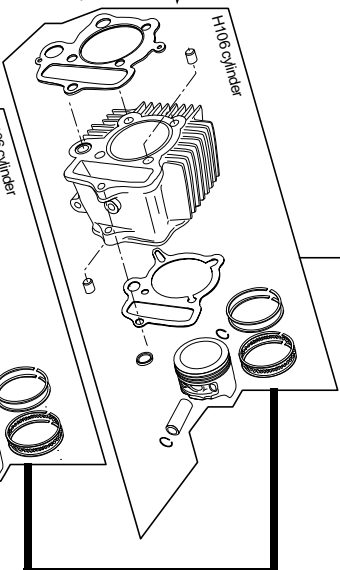
カムを選択
Select a cam



| | |
|----------------|------------|
| S-12D camshaft | 01-08-0101 |
| S-15D camshaft | 01-08-0102 |
| S-20D camshaft | 01-08-0103 |
| S-25D camshaft | 01-08-0104 |
| S-30D camshaft | 01-08-0105 |
| S-35D camshaft | 01-08-0106 |

カムを選択
Select a cam

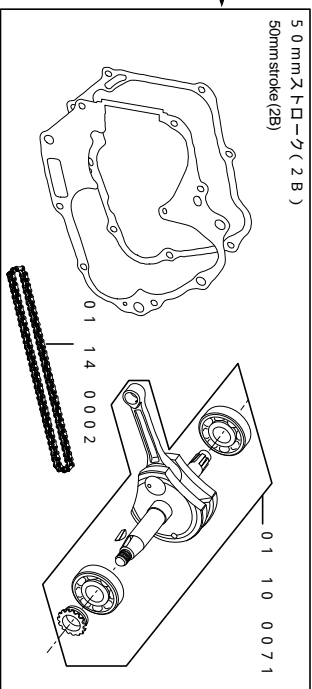
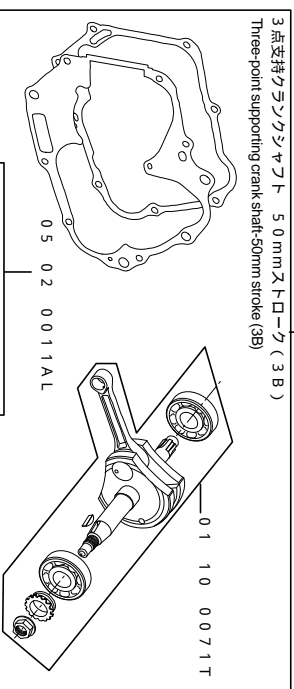
V又はHシリンダー選択
Select a V or H cylinder



01 04 8106H 鍛鉄スリーブシリンダー Cast iron sleeve cylinder

| | | |
|--------------|-------------|--------------------------------|
| 01 04 8106V | 鍛鉄スリーブシリンダー | Cast iron sleeve cylinder |
| 01 04 8106VA | マッキナリシリンダー | Plated cylinder |
| | クラシカター加工必要 | Require crankcase modification |

2B又は3Bクランク選択
Select a 2B or 3B crank



01 10 8432

01 03 8010・01 03 8011・01 03 8006・01 03 8012 シリンダーヘッドキットのみで購入された場合、この参照表にて専用パーツを検討して下さい。(CD90除く)

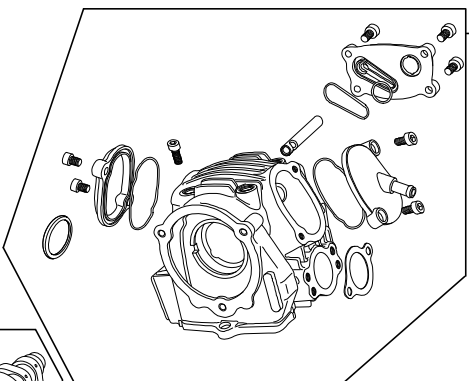
If you have purchased a cylinder head kit only (Item No. 01-03-8010・01-03-8011・01-03-8006・01-03-8012), please study to install these special parts referring to this reference data. (except CD90)

Super head+R ホア & ストロークアップキット参照表 (124cc)

Reference data on bore- & stroke-up kit (124cc)

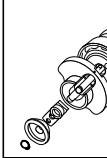
01 03 8010
01 03 8011
01 03 8006
01 03 8012

| | |
|---------------|------------|
| S-12 camshaft | 01-08-0012 |
| S-16 camshaft | 01-08-0015 |
| S-20 camshaft | 01-08-0020 |
| S-25 camshaft | 01-08-0025 |
| S-30 camshaft | 01-08-0030 |
| S-35 camshaft | 01-08-0035 |

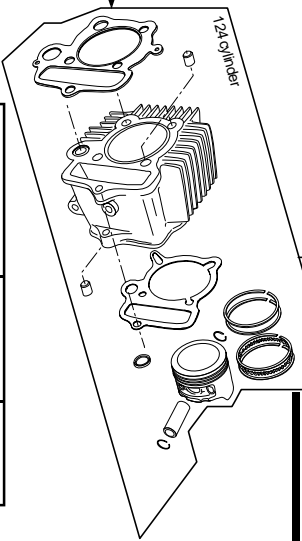


カムを選択
Select a cam

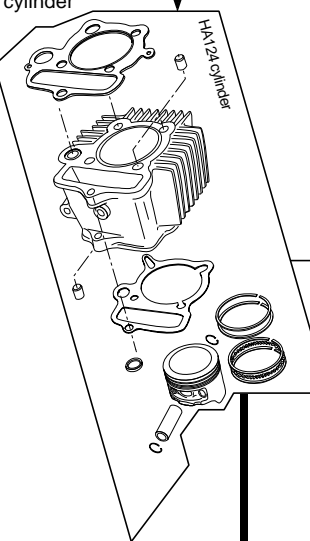
| | |
|----------------|------------|
| AUTODECOMP | |
| S-12D camshaft | 01-08-0101 |
| S-15D camshaft | 01-08-0102 |
| S-20D camshaft | 01-08-0103 |
| S-25D camshaft | 01-08-0104 |
| S-30D camshaft | 01-08-0105 |
| S-35D camshaft | 01-08-0106 |



| | |
|------------|-----------------------------|
| 01 04 8013 | 鍛造ピストン Forged piston |
| | メッキシリンダー Plated cylinder |

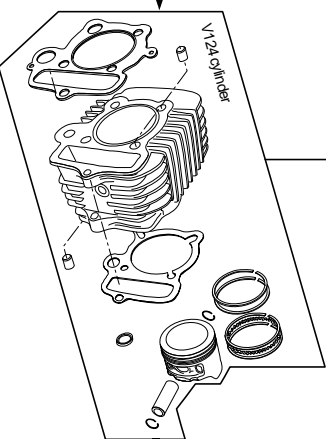


| | |
|-------------|-----------------------------|
| 01 04 8124H | メッキシリンダー Plated cylinder |
|-------------|-----------------------------|



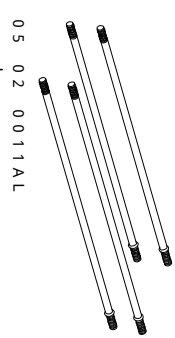
| | |
|-------------|--|
| 01 04 8124V | 鍛鉄スリーブシリンダー Cast iron sleeve cylinder |
|-------------|--|

シリンダー選択
Select a cylinder

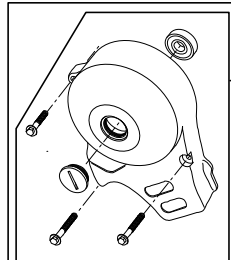


| |
|-------------|
| 01 10 8042T |
|-------------|

3点支持クランクシャフト 54mmストローク
Three-point supporting crank shaft-54mm stroke

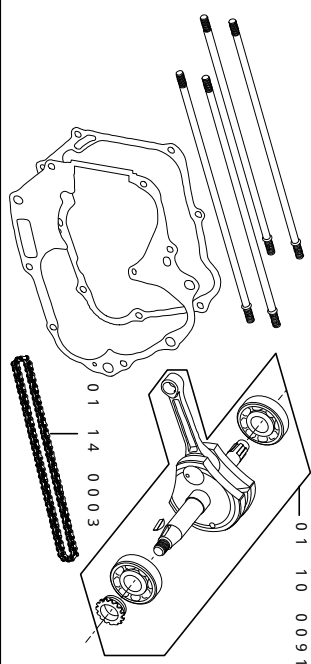


05 02 0011AL



54mmストローク
54mmstroke

01 10 0091T



| |
|------------|
| 01 10 8042 |
|------------|

2B又は3Bクランク選択
Select a 2B or 3B crank

01 03 8010・01 03 8011・01 03 8006・01 03 8012シリンダーヘッドキットのみで購入された場合、この参照表にて専用パーツを検討して下さい。(CD90除く)

If you have purchased a cylinder head kit only (Item No. 01-03-8010・01-03-8011・01-03-8006・01-03-8012), please study to install these special parts referring to this reference data. (except CD90)

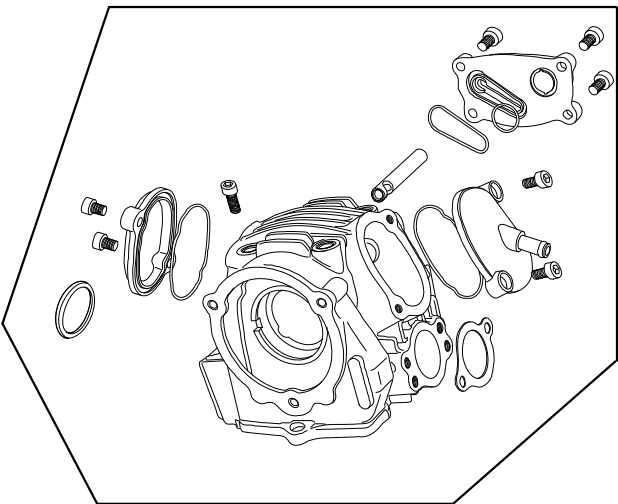
Super head+B

CD90エンジン用 ボアアップキット参照表 Reference data on bore-up kit For a CD90 engine

01 04 0106H 54メッキシリンダー 54 Plated cylinder クラシケーター加工必要 Require crankcase modification

01 03 8010
01 03 8011
01 03 8006
01 03 8012

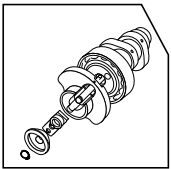
| | |
|---------------|------------|
| S-12 camshaft | 01-08-0012 |
| S-15 camshaft | 01-08-0015 |
| S-20 camshaft | 01-08-0020 |
| S-25 camshaft | 01-08-0025 |
| S-30 camshaft | 01-08-0030 |
| S-35 camshaft | 01-08-0035 |



STD

113cc

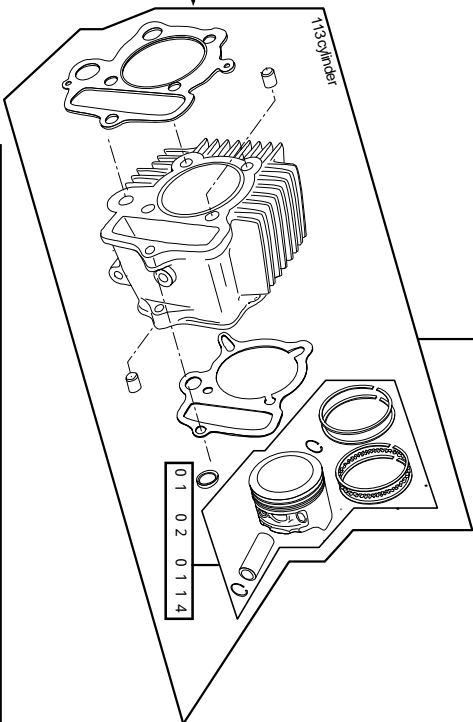
カムを選択
Select a cam



AUTO DECOMP

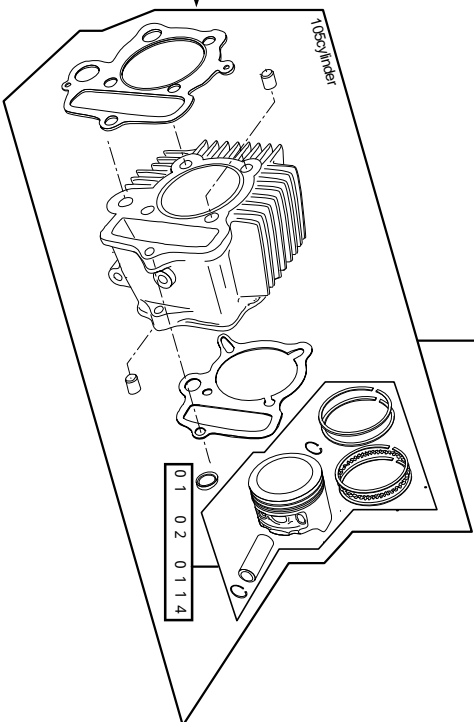
105cc

| | |
|----------------|------------|
| S-12D camshaft | 01-08-0101 |
| S-15D camshaft | 01-08-0102 |
| S-20D camshaft | 01-08-0103 |
| S-25D camshaft | 01-08-0104 |
| S-30D camshaft | 01-08-0105 |
| S-35D camshaft | 01-08-0106 |



01 04 0125 52 鑄鉄スリーブシリンダー 52mm cast iron sleeve cylinder

シリンダー選択
Select a cylinder



01 02 0114

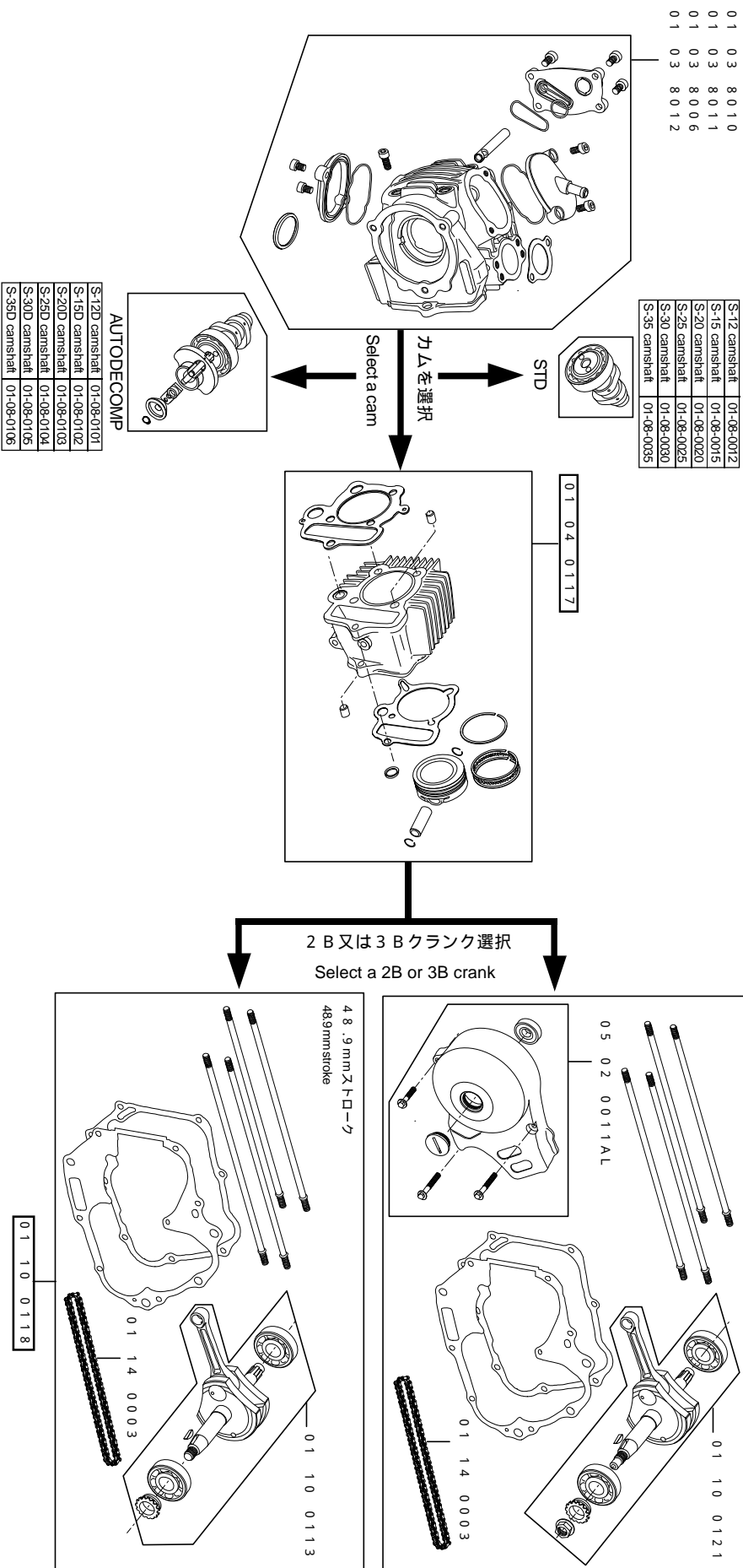
01 03 8010・01 03 8011・01 03 8006・01 03 8012シリンダーヘッドキットのみで購入された場合、この参照表にて専用パーツを検討して下さい。(CD90除く)

If you have purchased a cylinder head kit only (Item No. 01-03-8010・01-03-8011・01-03-8006・01-03-8012), please study to install these special parts referring to this reference data. (except CD90)

Super head+B

ボア & ストロークアップキット参照表 (125cc)

Reference data on bore- & stroke-up kit (125cc)



01 03 8 0 1 0 ・ 01 03 8 0 1 1 ・ 01 03 8 0 0 6 ・ 01 03 8 0 1 2 シリンダーヘッドキットのみで購入された
場合、この参照表にて専用パーツを検討して下さい。(CD90除く)

If you have purchased a cylinder head kit only (Item No. 01-03-8010・01-03-8011・01-03-8006・01-03-8012), please study to install these special parts referring to this reference data. (except CD90)

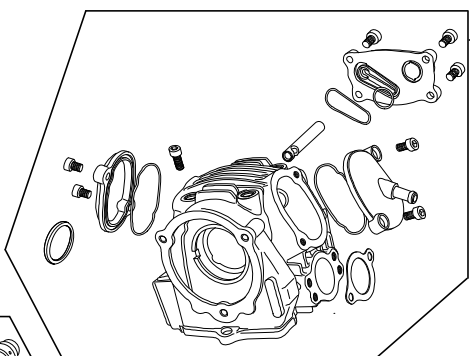
Super head+B

ボア&ストローキツアップキット参照表 (138cc)

Reference data on bore- & stroke-up kit (138cc)

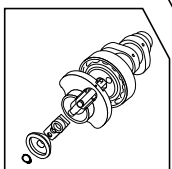
01 03 8010
01 03 8011
01 03 8006
01 03 8012

| | |
|----------------|------------|
| S-12D camshaft | 01-08-0072 |
| S-15 camshaft | 01-08-0015 |
| S-20 camshaft | 01-08-0020 |
| S-25 camshaft | 01-08-0025 |
| S-30 camshaft | 01-08-0030 |
| S-35 camshaft | 01-08-0035 |



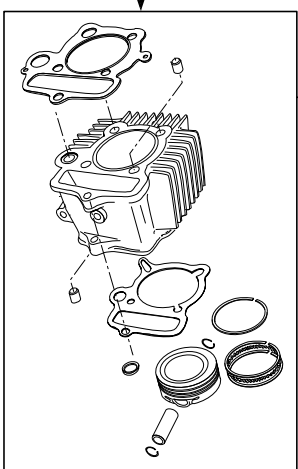
01 04 0116

カムを選択
Select a cam



AUTODECOMP

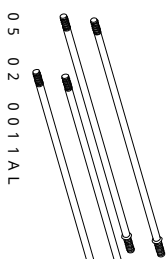
| | |
|----------------|------------|
| S-12D camshaft | 01-08-0101 |
| S-15D camshaft | 01-08-0102 |
| S-20D camshaft | 01-08-0103 |
| S-25D camshaft | 01-08-0104 |
| S-30D camshaft | 01-08-0105 |
| S-35D camshaft | 01-08-0106 |



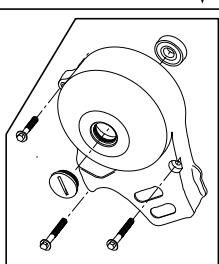
2B又は3Bクランク選択
Select a 2B or 3B crank

01 10 0093

3点支持クランクシャフト 54mmストローク (3B)
Three-point supporting crank shaft-54mm stroke (3B)



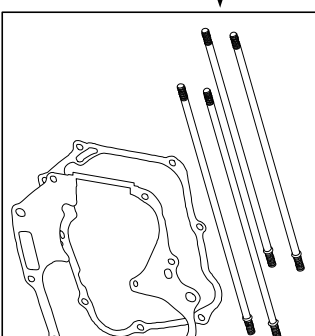
05 02 0011AL



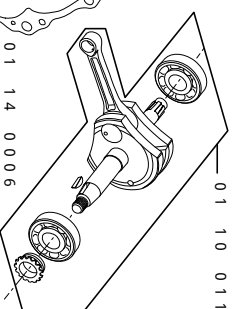
01 10 0114

01 14 0006

54mmストローク
54mm stroke



01 10 0113



01 14 0006

01 10 0092

01 03 8010・01 03 8011・01 03 8006・01 03 8012 シリンダーヘッドキットのみで購入された
場合、この参照表にて専用パーツを検討して下さい。(CD90除く)

If you have purchased a cylinder head kit only (Item No. 01-03-8010・01-03-8011・01-03-8006・01-03-8012), please study to install these special parts referring to this reference data. (except CD90)