

## 8. CYLINDER/PISTON

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### CYLINDER/PISTON

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### SERVICE INFORMATION

#### GENERAL INSTRUCTIONS

- The cylinder and piston can be serviced with the engine installed in the frame.
- After disassembly, clean the removed parts and dry them with compressed air before inspection.

#### TROUBLESHOOTING

- When hard starting or poor performance at low speed occurs, check the crankcase breather for white smoke. If white smoke is found, it means that the piston rings are worn, stuck or broken.

##### **Compression too low**

- Worn, stuck or broken piston rings
- Worn or damaged cylinder and piston

##### **White smoke from exhaust muffler**

- Worn or damaged piston rings
- Worn or damaged cylinder and piston

##### **Compression too high**

- Excessive carbon build-up in combustion chamber or on piston head

##### **Abnormal noisy piston**

- Worn cylinder, piston and piston rings
- Worn piston pin hole and piston pin

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### SPECIFICATIONS

Item (125cc)		Standard (mm)		Service Limit (mm)
Cylinder	I.D.		52.400_ 52.410	52.50
	Warpage		□	0.05
	Cylindricity		□	0.05
	True roundness		□	0.05
Piston, piston ring	Ring-to-groove clearance	Top	0.015_ 0.055	0.09
		Second	0.015_ 0.055	0.09
	Ring end gap	Top	0.10_ 0.25	0.5
		Second	0.10_ 0.25	0.5
		Oil side rail	0.2_ 0.7	□
	Piston O.D.		52.370_ 52.390	52.3
	Piston O.D. measuring position		9mm from bottom of skirt	□
	Piston-to-cylinder clearance		0.010_ 0.040	0.1
	Piston pin hole I.D.		15.002_ 15.008	15.04
Piston pin O.D		14.994_ 15.000	14.96	
Piston-to-piston pin clearance		0.002_ 0.014	0.02	
Connecting rod small end I.D. bore		15.016_ 15.034	15.06	

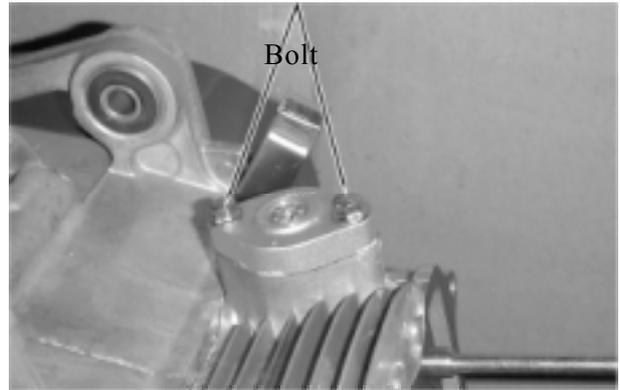
Item (150cc)		Standard (mm)		Service Limit (mm)
Cylinder	I.D.		57.405_ 57.415	57.50
	Warpage		□	0.05
	Cylindricity		□	0.05
	True roundness		□	0.05
Piston, piston ring	Ring-to-groove clearance	Top	0.015_ 0.055	0.09
		Second	0.015_ 0.055	0.09
	Ring end gap	Top	0.15_ 0.30	0.5
		Second	0.15_ 0.30	0.5
		Oil side rail	0.2_ 0.7	□
	Piston O.D.		57.370_ 57.390	57.3
	Piston O.D. measuring position		9mm from bottom of skirt	□
	Piston-to-cylinder clearance		0.010_ 0.040	0.1
	Piston pin hole I.D.		15.002_ 15.008	15.04
Piston pin O.D		14.994_ 15.000	14.96	
Piston-to-piston pin clearance		0.002_ 0.014	0.02	
Connecting rod small end I.D. bore		15.016_ 15.034	15.06	

## 8. CYLINDER/PISTON

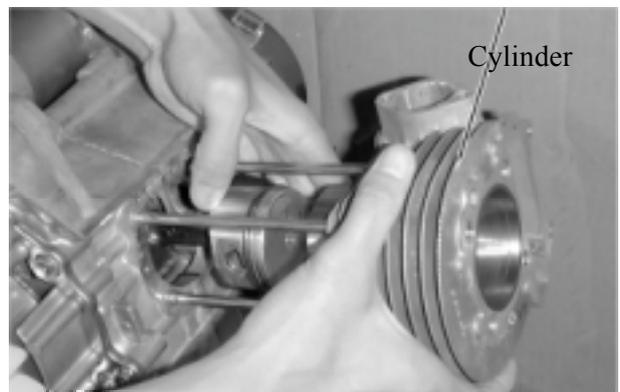
### CYLINDER REMOVAL

Turn the cam chain tension screw clockwise to tighten it.

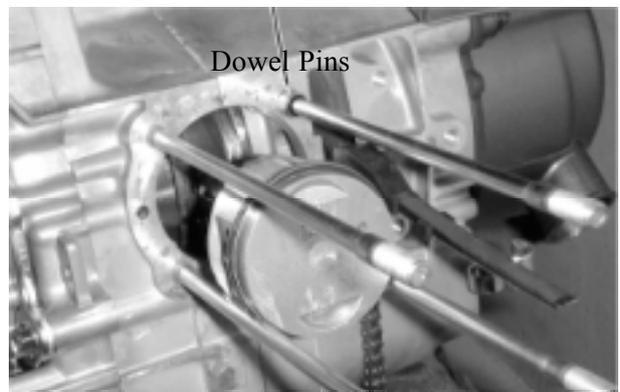
Remove the two bolts on the cam chain tension.



Remove the cylinder head. (⇒7-7)  
Remove the cam chain guide.  
Remove the cylinder base bolts.  
Remove the cylinder.



Remove the cylinder gasket and dowel pins.  
Clean any gasket remnant from the cylinder surface.

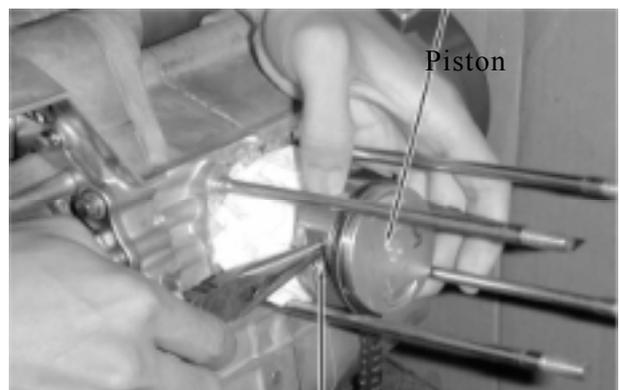


### PISTON REMOVAL

Remove the piston pin clip.

- \* Place a clean shop towel in the crankcase to keep the piston pin clip from falling into the crankcase.

Press the piston pin out of the piston and remove the piston.



## 8. CYLINDER/PISTON

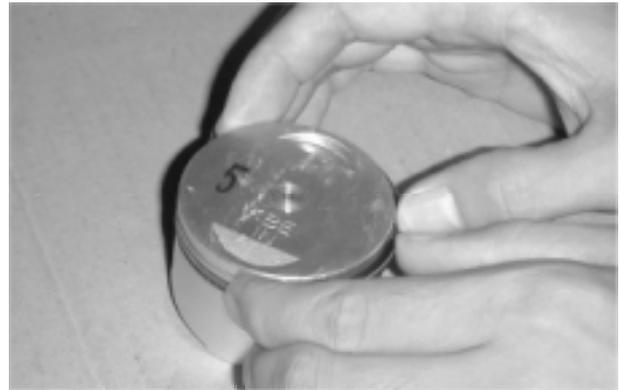
### Piston Rings

Inspect the piston, piston pin and piston rings.

Remove the piston rings.

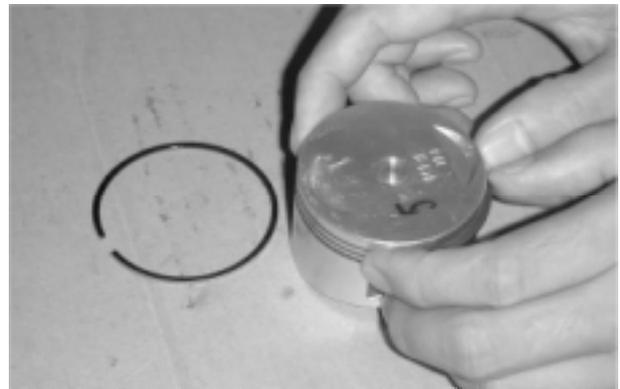
- \* Take care not to damage or break the piston rings during removal.

Clean carbon deposits from the piston ring grooves.



Install the piston rings onto the piston and measure the piston ring-to-groove clearance.

**Service Limits: Top:** 0.09mm replace if over  
**2nd:** 0.09mm replace if over



Remove the piston rings and insert each piston ring into the cylinder bottom.

- \* Use the piston head to push each piston ring into the cylinder.

Measure the piston ring end gap.

**Service Limit:** 0.5mm replace if over



Measure the piston pin hole I.D.

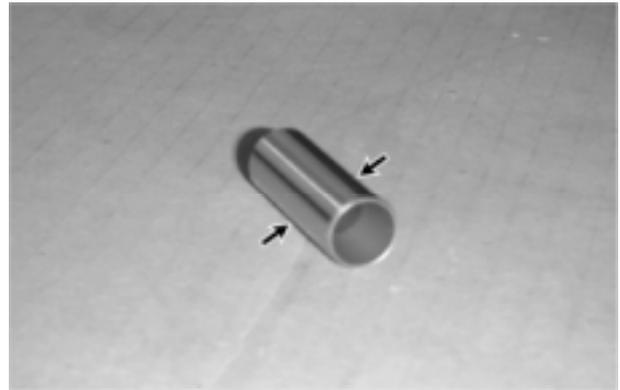
**Service Limit:** 15.04mm replace if over



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Measure the piston pin O.D.

**Service Limit:** 14.96mm replace if below



Measure the piston O.D.

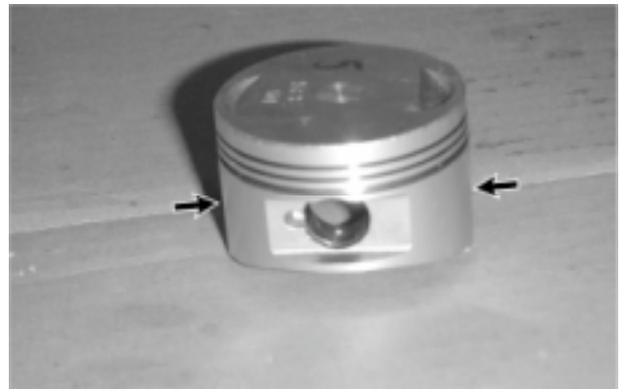
\* Take measurement at 9mm from the bottom and 90° to the piston pin hole.

**(125cc) Service Limit:** 52.3mm replace if below

**(150cc) Service Limit:** 57.3mm replace if below

Measure the piston-to-piston pin clearance.

**Service Limit:** 0.02mm replace if over



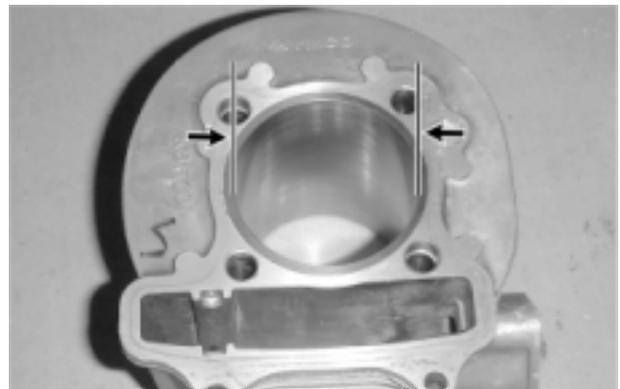
### CYLINDER INSPECTION

Inspect the cylinder bore for wear or damage. Measure the cylinder I.D. at three levels of top, middle and bottom at 90° to the piston pin (in both X and Y directions).

**(125cc) Service Limit:** 52.50mm repair or replace if over

**(150cc) Service Limit:** 57.50mm repair or replace if over

Measure the cylinder-to-piston clearance.

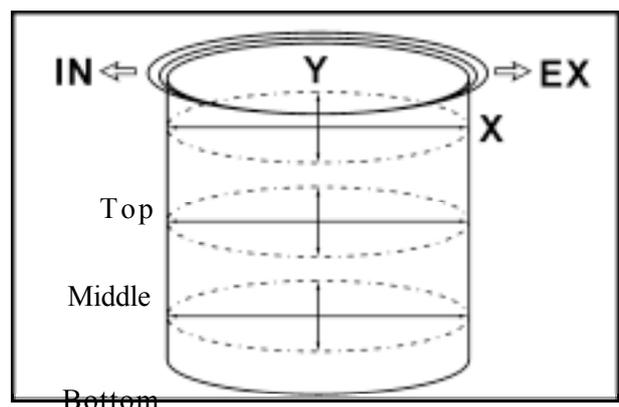


The true roundness is the difference between the values measured in X and Y directions. The cylindricity (difference between the values measured at the three levels) is subject to the maximum value calculated.

**Service Limits:**

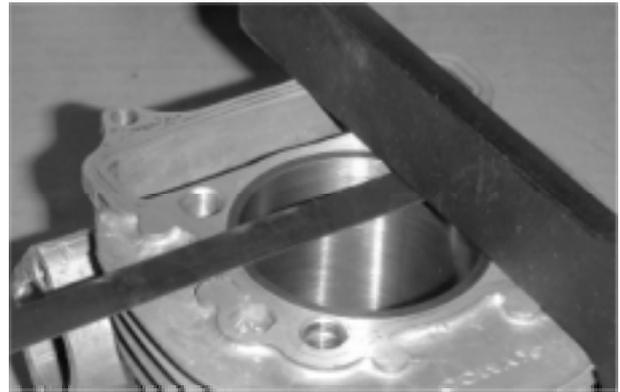
**True Roundness:** 0.05mm repair or replace if over

**Cylindricity:** 0.05mm repair or replace if over

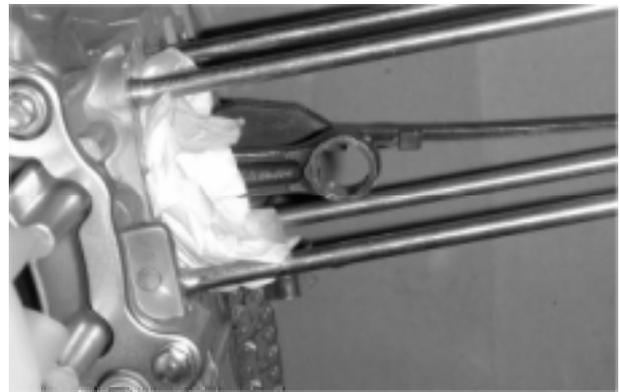


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Inspect the top of the cylinder for warpage.  
**Service Limit:** 0.05mm repair or replace if over



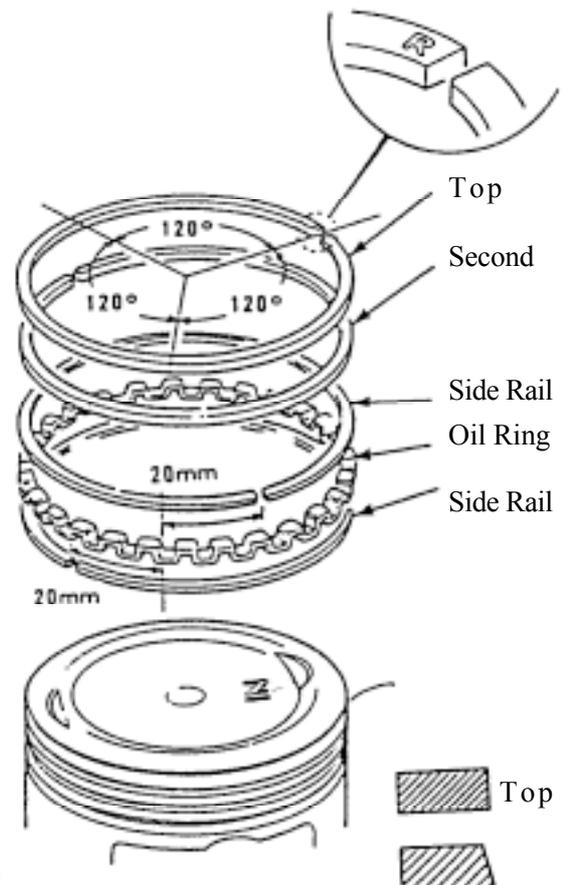
Measure the connecting rod small end I.D.  
**Service Limit:** 15.06mm replace if over



### PISTON RING INSTALLATION

Install the piston rings onto the piston.  
Apply engine oil to each piston ring.

- \*
- Be careful not to damage or break the piston and piston rings.
  - All rings should be installed with the markings facing up.
  - After installing the rings, they should rotate freely without sticking.



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### PISTON INSTALLATION

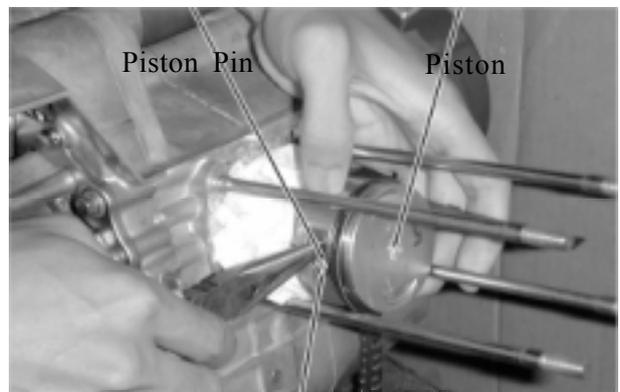
Remove any gasket remnant from the crankcase surface.

- \* Be careful not to drop foreign matters into the crankcase.



Install the piston, piston pin and a new piston pin clip.

- \*
  - Position the piston "IN" mark on the intake valve side.
  - Place a clean shop towel in the crankcase to keep the piston pin clip from falling into the crankcase.



### CYLINDER INSTALLATION

Install the dowel pins and a new cylinder gasket on the crankcase.

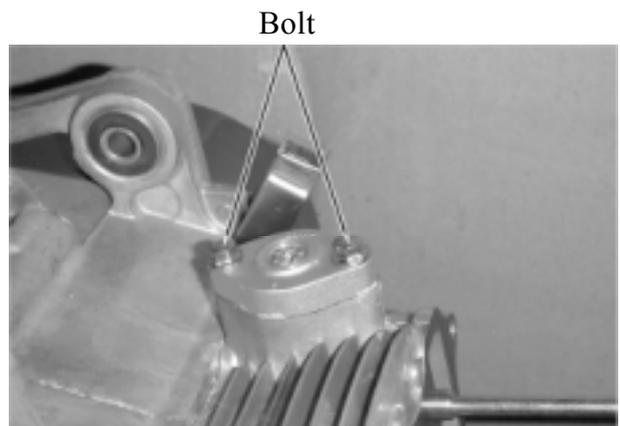
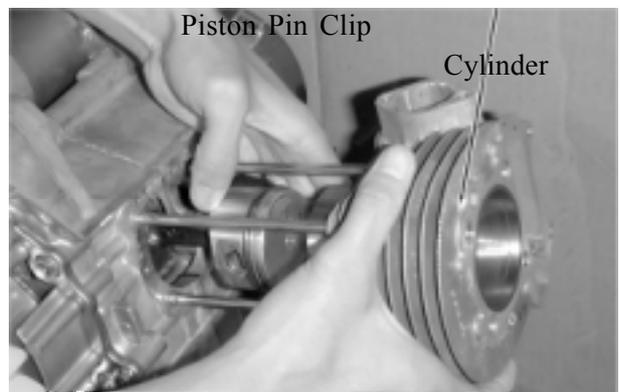
Coat the cylinder bore, piston and piston rings with clean engine oil.

Carefully lower the cylinder over the piston by compressing the piston rings.

- \*
  - Be careful not to damage or break the piston rings.
  - Stagger the ring end gaps at 120° to the piston pin.

Loosely install the cylinder base bolts.  
Install the cam chain guide.

Install the cam chain tension.  
Tighten the cam chain tension bolts.



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