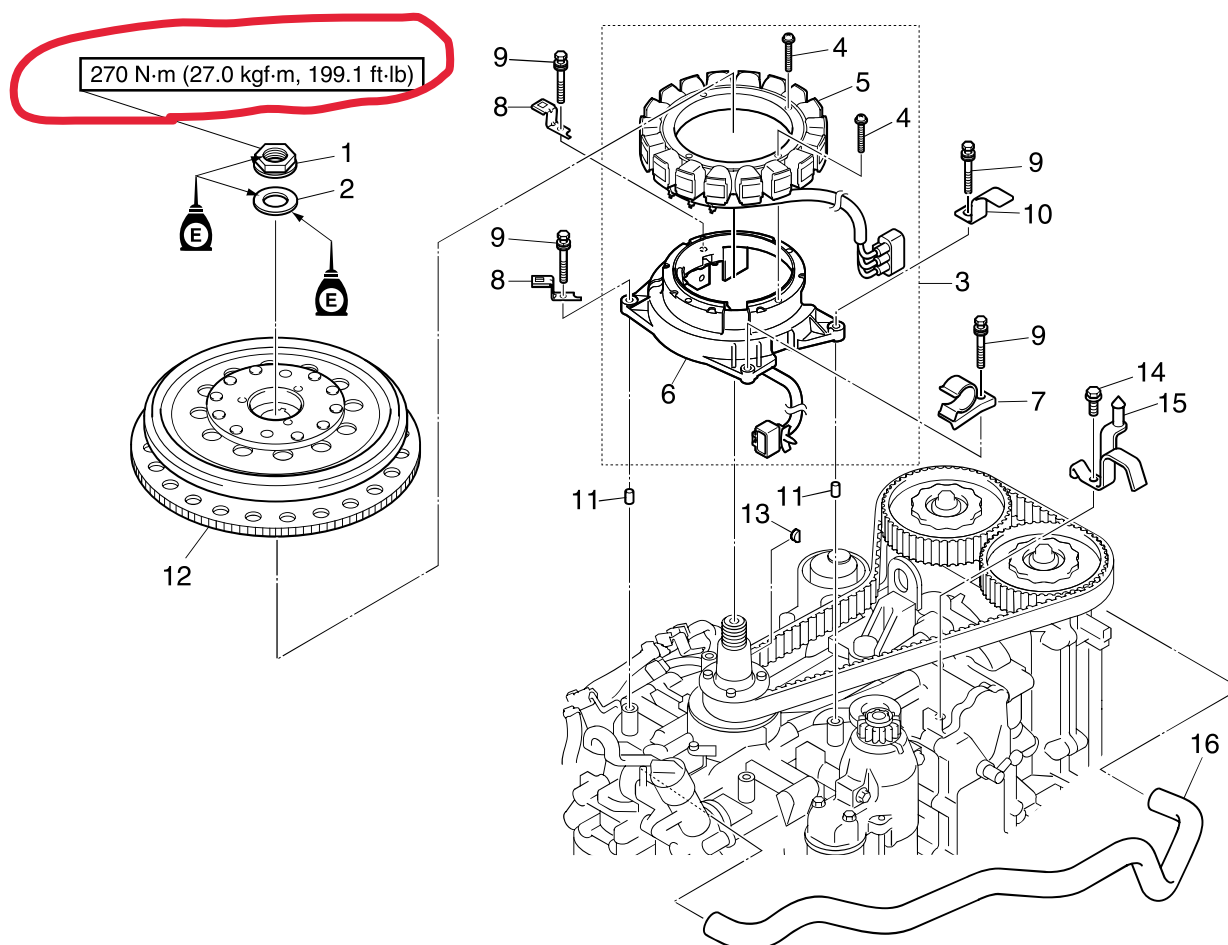


Flywheel magnet



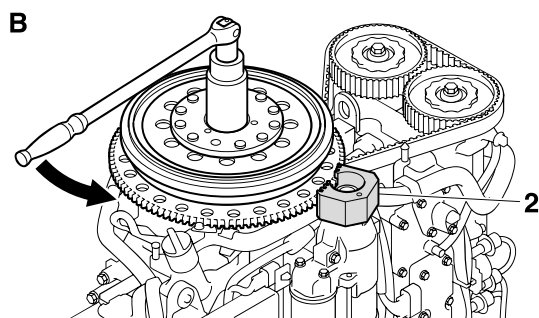
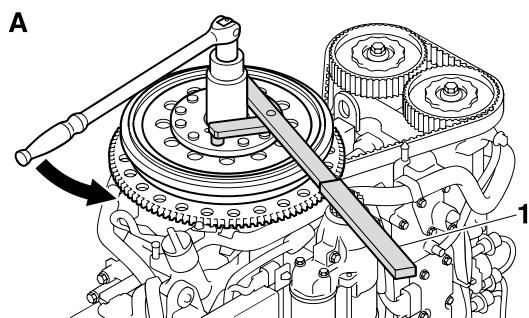
| No. | Part name | Q'ty | Remarks |
|-----|-----------------|------|--|
| 1 | Nut | 1 | Width across flats: 36 mm |
| 2 | Washer | 1 | Apply oil on both sides of the washer. |
| 3 | Base assembly | 1 | |
| 4 | Screw | 4 | M6 × 30 mm |
| 5 | Stator assembly | 1 | |
| 6 | Pulser coil | 1 | |
| 7 | Holder | 1 | |
| 8 | Bracket | 2 | |
| 9 | Bolt | 4 | M6 × 35 mm |
| 10 | Holder | 1 | |
| 11 | Dowel | 2 | |
| 12 | Flywheel magnet | 1 | |
| 13 | Woodruff key | 1 | |
| 14 | Bolt | 1 | M6 × 16 mm |
| 15 | Bracket | 1 | |
| 16 | Blowby hose | 1 | |

Removing the flywheel magnet

1. Loosen the flywheel magnet nut.

⚠ WARNING

Apply force in the direction of the arrow to prevent the flywheel magnet holder “1” from slipping off easily.



- A. Conventional special service tool
B. New special service tool

Flywheel magnet holder “1”: YB-06139
Flywheel stopper “2”: YB-06598

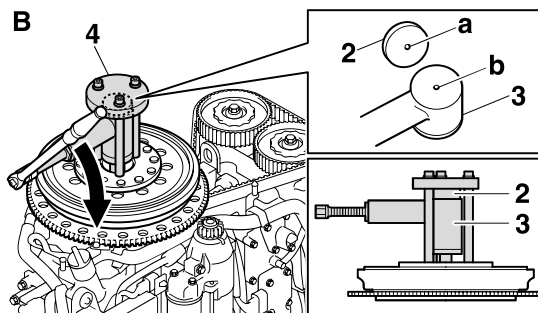
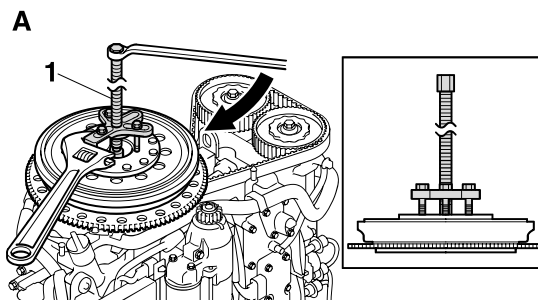
2. Remove the flywheel magnet and Woodruff key.

NOTICE

To prevent damage to the engine or tools, screw in the flywheel puller set bolts evenly and completely so that the universal puller “1” is parallel to the flywheel magnet.

TIP:

Fit the protrusion “a” on the hydro puller spacer “2” into the hole “b” in the hydro pusher “3”.



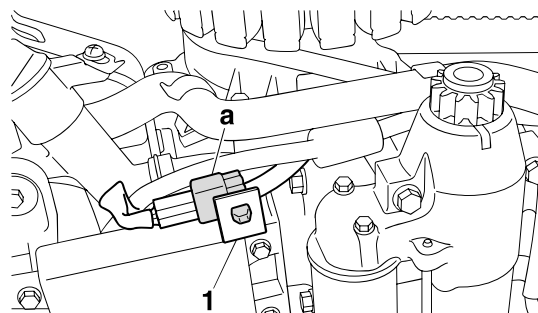
- A. Conventional special service tool
B. New special service tool

Universal puller “1”: YB-06117

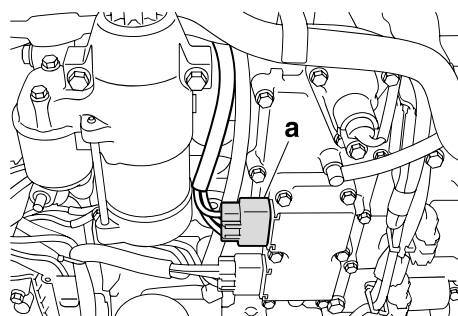
Hydro puller kit “4”: YB-06593

Removing the stator assembly

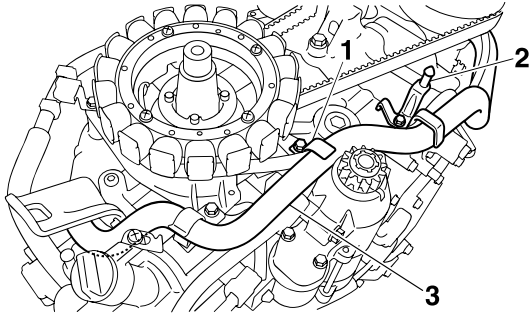
1. Remove the pulser coil coupler “a” from the junction box “1”, and then disconnect the pulser coil coupler “a”.



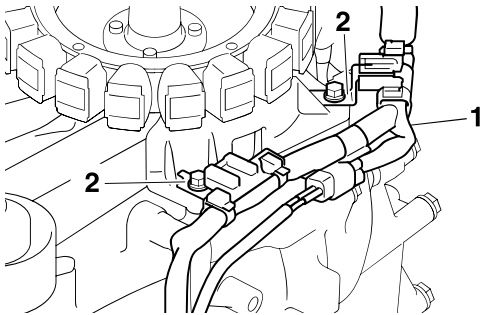
2. Disconnect the lighting coil coupler “a”.



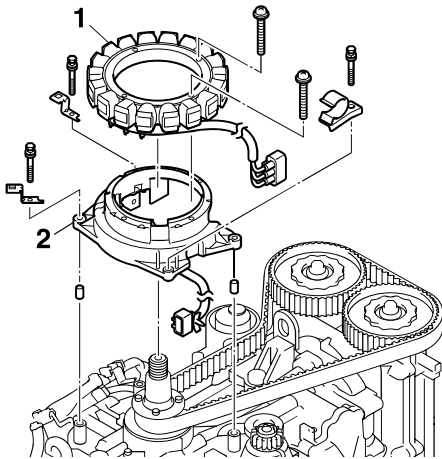
3. Remove the holders "1" and "2" and blowby hose "3".



4. Remove the wiring harness "1" from the holders "2".

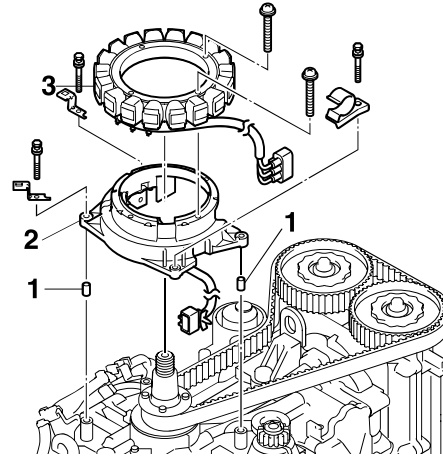


5. Remove the stator assembly "1" and pulser coil "2".

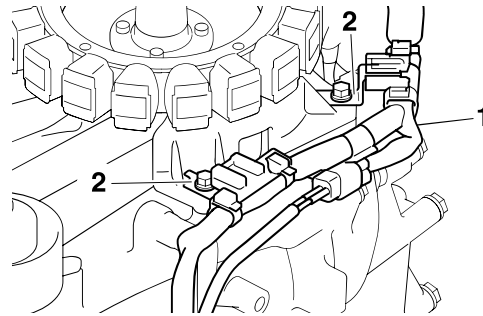


Installing the stator assembly

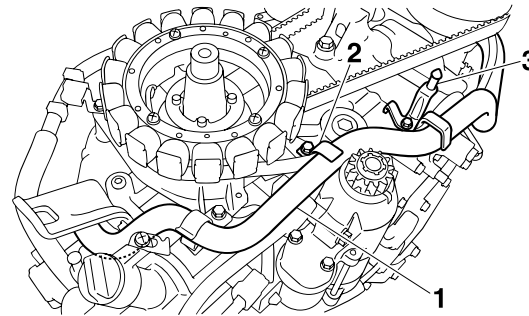
1. Install the dowels "1", pulser coil "2", and stator assembly "3".



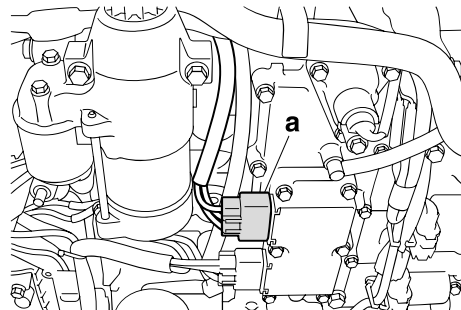
2. Install the blowby hose "1" and holders "2" and "3".



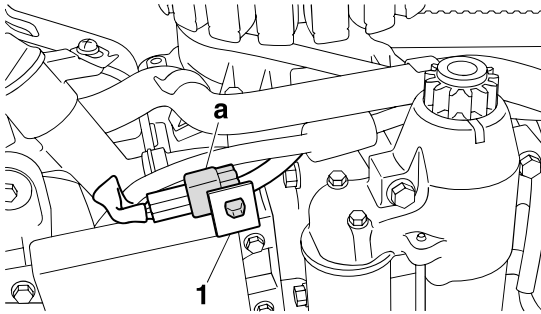
3. Install the blowby hose "1" and holders "2" and "3".



4. Connect the lighting coil coupler "a".



5. Connect the pulser coil coupler “a”, and then install the pulser coil coupler “a” to the bracket “1”.

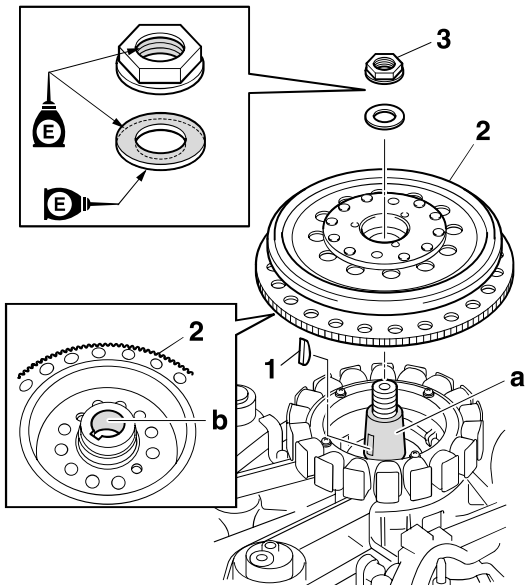


Installing the flywheel magnet

1. Install the Woodruff key “1”, and then install the flywheel magnet “2” and flywheel magnet nut “3”.

TIP:

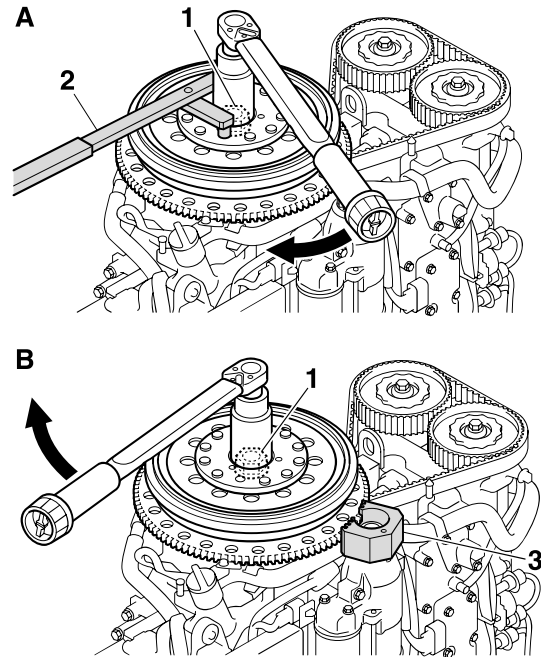
Make sure to clean the tapered portions of the crankshaft “a” and flywheel magnet “b”.



2. Tighten the flywheel magnet nut “1” to the specified torque.

⚠ WARNING

Apply force in the direction of the arrow to prevent the flywheel magnet holder “2” from slipping off easily.



A. Conventional special service tool

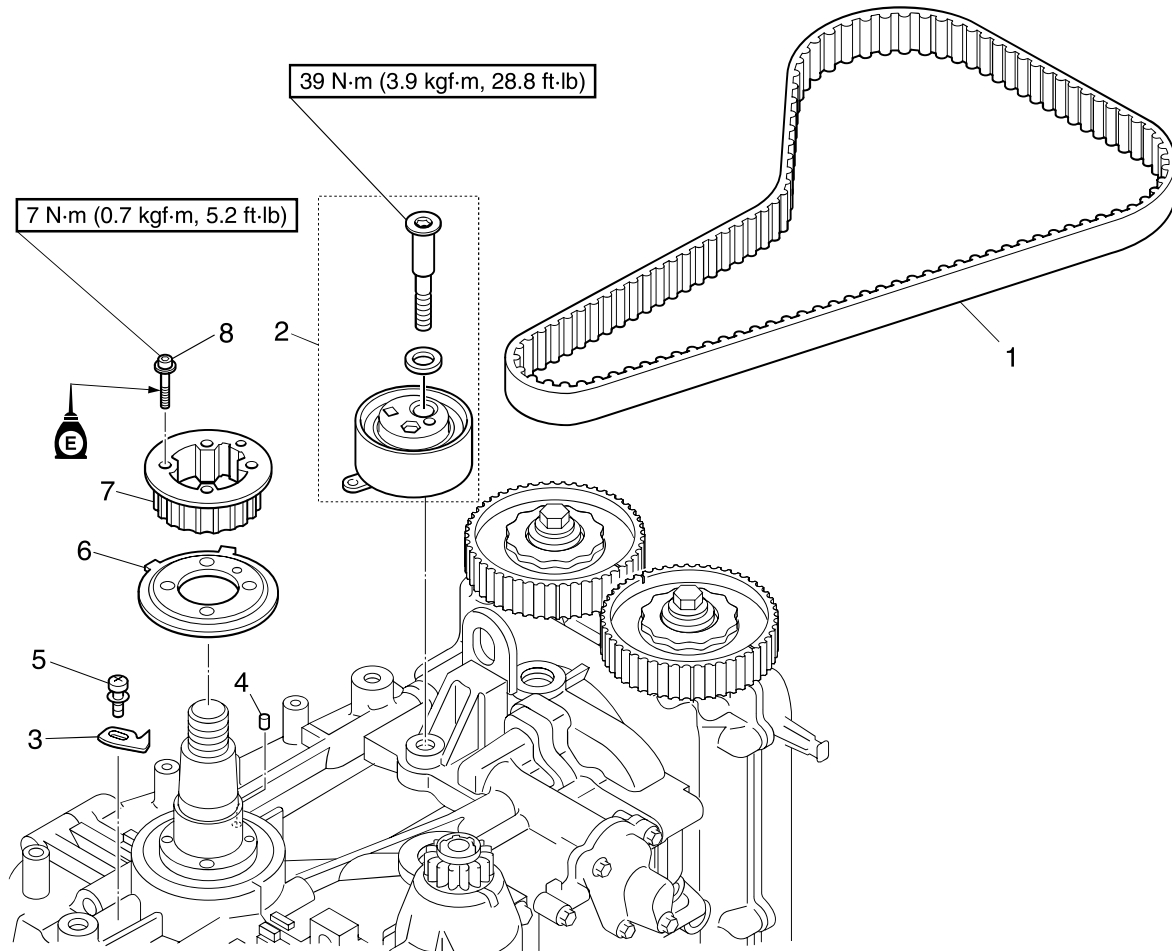
B. New special service tool

Flywheel magnet holder “2”: YB-06139

Flywheel stopper “3”: YB-06598

Flywheel magnet nut “1”:
270 N·m (27.0 kgf·m, 199.1 ft·lb)

Timing belt



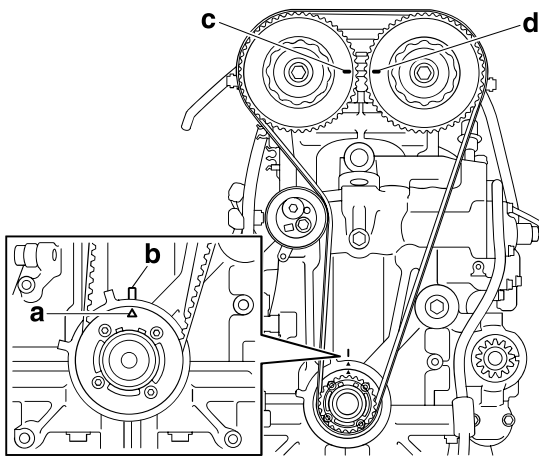
| No. | Part name | Q'ty | Remarks |
|-----|-----------------------|------|------------|
| 1 | Timing belt | 1 | |
| 2 | Timing belt tensioner | 1 | |
| 3 | Plate | 1 | |
| 4 | Dowel | 1 | |
| 5 | Screw | 1 | M6 × 10 mm |
| 6 | Plate | 1 | |
| 7 | Drive sprocket | 1 | |
| 8 | Bolt | 4 | M5 × 40 mm |

Removing the timing belt

NOTICE

When the timing belt is not installed, do not turn the crankshaft or driven sprocket. Otherwise, the pistons and valves could collide with each other and be damaged.

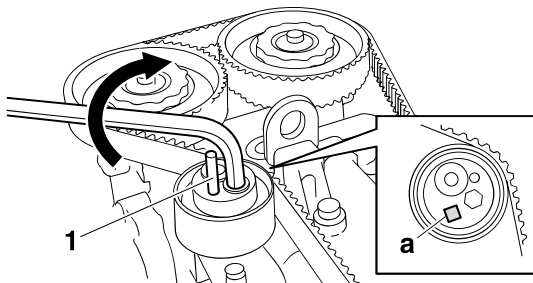
1. Turn the crankshaft clockwise to align the mark "a" in the drive sprocket and the protrusion "b" on the cylinder block. Check that the "I" marks "c" and "d" on the driven sprockets are aligned.



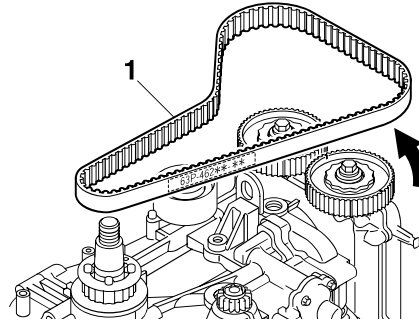
2. Turn the timing belt tensioner gradually clockwise using a hexagon wrench, and then insert a 5.0 mm (0.2 in) diameter pin "1" into the hole "a".

TIP:

- When turning the timing belt tensioner, apply a force of 15 N·m (1.5 kgf·m, 11.1 ft·lb) or less.
- Leave the pin "1" inserted into the hole "a" of the timing belt tensioner until the timing belt is installed again.

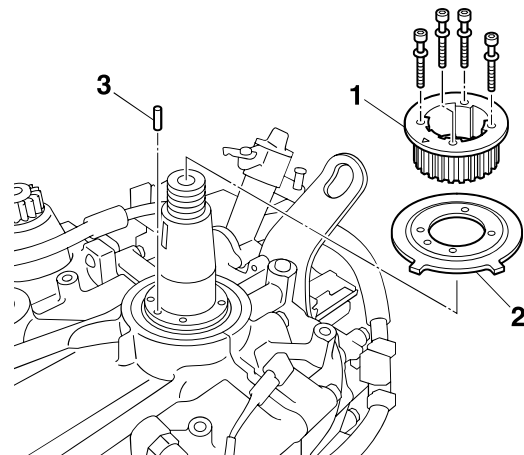


3. Remove the timing belt "1" from the driven sprocket side.



Removing the drive sprocket

1. Remove the drive sprocket "1", plate "2", and dowel "3".

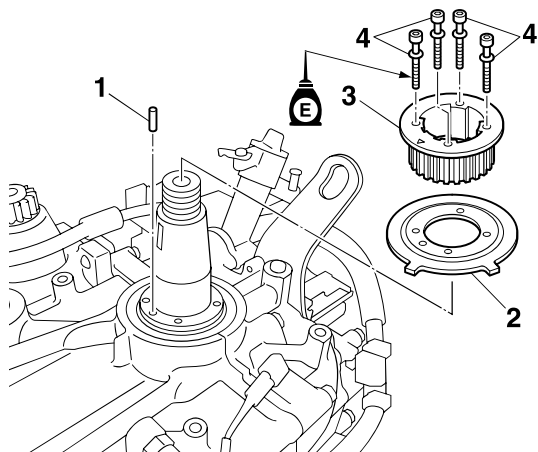


Checking the timing belt

1. Check the interior and exterior of the timing belt. Replace if cracked, damaged, or worn.

Installing the drive sprocket

1. Install the dowel "1", plate "2", and drive sprocket "3", and then tighten the drive sprocket bolts "4" to the specified torque.



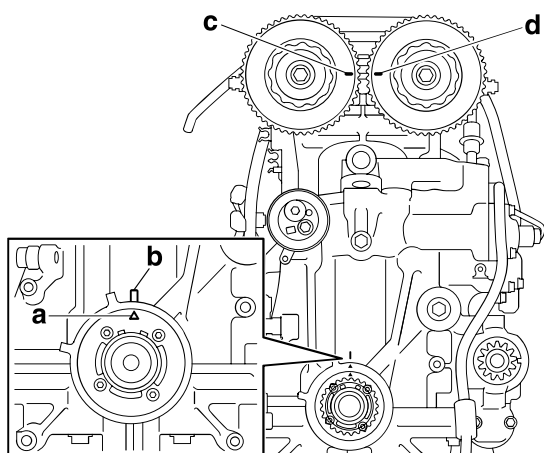
Drive sprocket bolt "4":
7 N·m (0.7 kgf·m, 5.2 ft·lb)

Installing the timing belt

NOTICE

When the timing belt is not installed, do not turn the crankshaft or driven sprocket. Otherwise, the pistons and valves could collide with each other and be damaged.

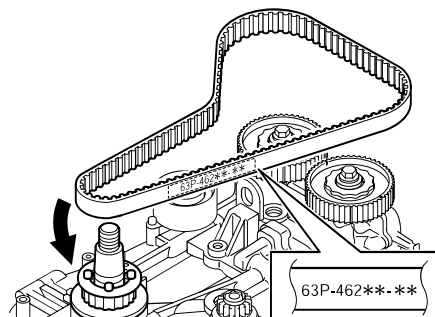
1. Check that the mark "a" in the drive sprocket and the protrusion "b" on the cylinder block are aligned. Check that the "I" marks "c" and "d" on the driven sprockets are aligned.



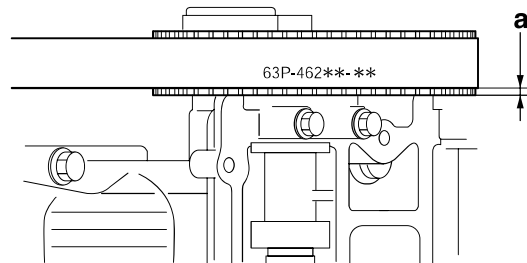
2. Install a new timing belt with its part number in the proper orientation, from the drive sprocket side to the port and star-board driven sprockets, in the counter-clockwise direction.

NOTICE

Do not apply grease or oil to the timing belt.



3. Adjust the timing belt to the specified installation height "a".

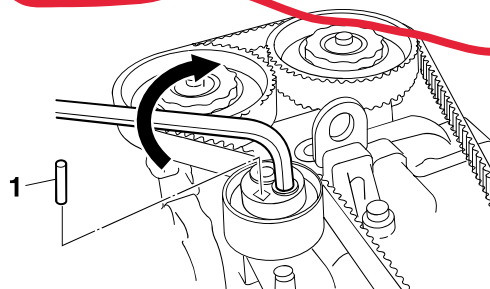


Timing belt installation height "a":
2.0 mm (0.08 in)

4. Turn the timing belt tensioner gradually clockwise using a hexagon wrench, and then remove the pin "1".

TIP:

When turning the timing belt tensioner, apply a force of 15 N·m (1.5 kgf·m, 11.1 ft·lb) or less.



5. Turn the crankshaft clockwise 2 full turns, and then check that the mark "a" in the drive sprocket and the protrusion "b" on the cylinder block are aligned. Also, check that the "I" marks "c" and "d" on the driven sprockets are aligned.

