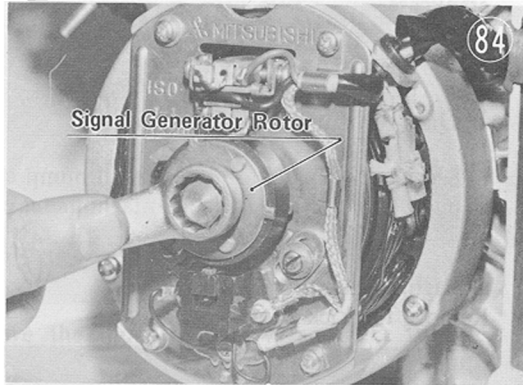
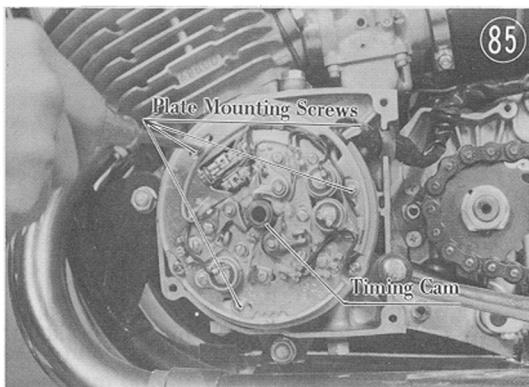


Remove the mounting bolt and pull off the signal generator rotor. (CDI models)



Remove the timing cam bolt and timing plate. (H1 without CDI)

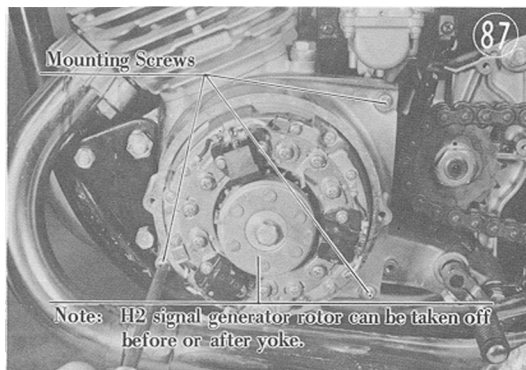


Remove the mounting screws and pull off the yoke assembly and cam.

H1 (all models)

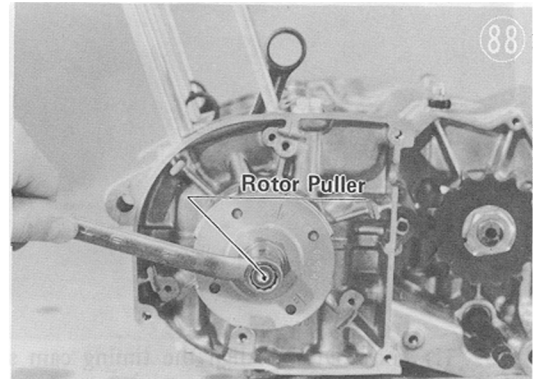


H2



With a rotor puller (special tool), remove the rotor.

CAUTION: Do not hit the rotor to pull it off.



Remove the key from the crankshaft.

2) Overhaul

Inspect the sprocket teeth for wear. If the teeth are badly worn, they will not mesh properly with the chain, and the chain will be noisy and soon wear out.

Measure the diameter of the sprocket at the base of the teeth, according to the diagram. If the sprocket is worn out of tolerance, or if it is badly worn on one side of the teeth, replace the sprocket and chain together. (See page 94.)

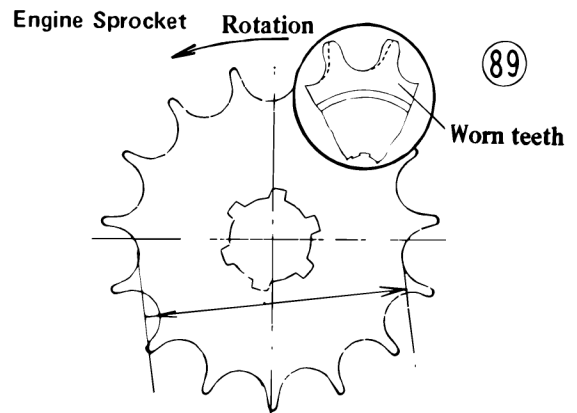


Table 11 Sprocket Diameter [inch (mm)]

| Teeth | Standard | Service Limit |
|-------|----------------|---------------|
| 14 | 2.4087 (61.18) | 2.3779 (60.4) |
| 15 | 2.5898 (65.78) | 2.5591 (65.0) |
| 16 | 2.8035 (71.21) | 2.7716 (70.4) |

3) Assembly

Assembly is the reverse of disassembly.

NOTE:

1. CDI models – Before mounting the rotor, first make sure the key slot is aligned with the crankshaft key. Also, align the signal generator rotor slot with the alignment pin on the generator rotor, then tighten down the mounting bolt.