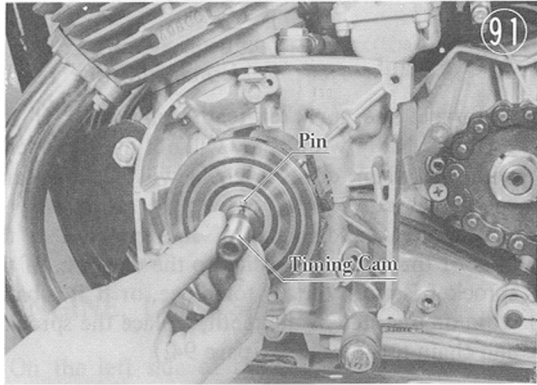
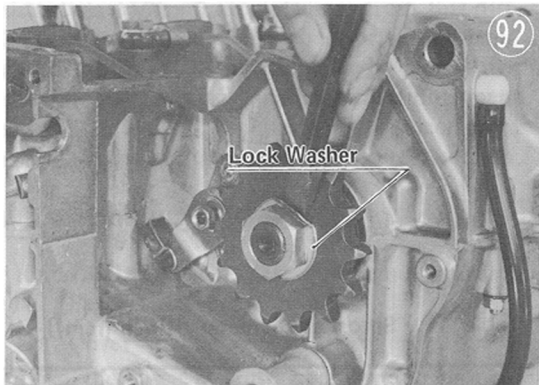


2. H1 (no CDI) – Align the timing cam slot with the pin on the rotor when mounting it.



3. Align the projection on the engine sprocket lock washer with the hole in the sprocket, tighten down the mounting nut, and bend up one side of the lock washer.



## 6. RIGHT COVER

The right cover includes the distributor (H1 with CDI), oil pump, tachometer cable, and the pinions for these parts.

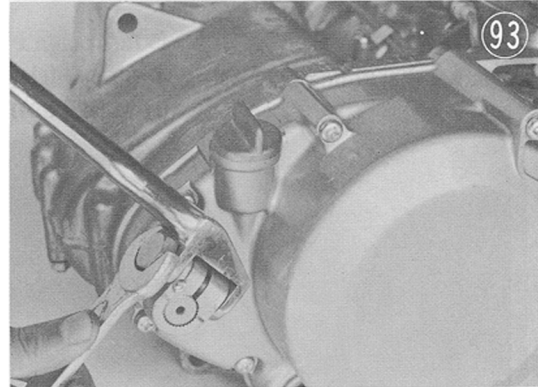
In addition, the right cover, together with the crankcase, forms the clutch housing, and contains the oil for lubrication and cooling of the clutch and the various gears. Consequently, if the packing is bad or if the cover is not tightened down with the correct torque, oil will leak out from between the right cover and the crankcase.

So assemble this portion very carefully, and after assembly, check that there is sufficient oil in the crankcase.

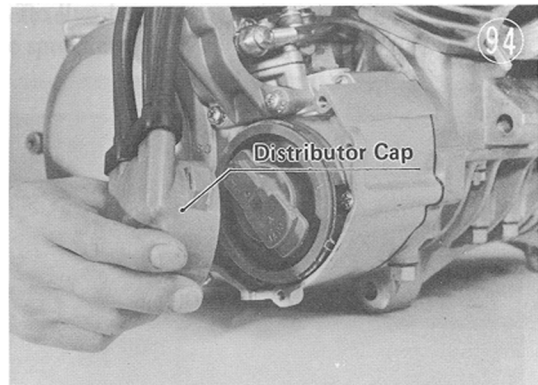
### 1) Disassembly

See page 7 for removal of the oil pump cover, oil pump cable, oil inlet pipe, and tachometer cable.

a. Right Engine Cover  
Remove the kick pedal.



Remove the distributor cap mounting clamp, and the distributor cap. (H1 CDI only)



Remove the oil pump banjo bolts and take off the three outlet oil pipes.

