

Fig. 35 ① Screwdriver ② Cam chain tensioner

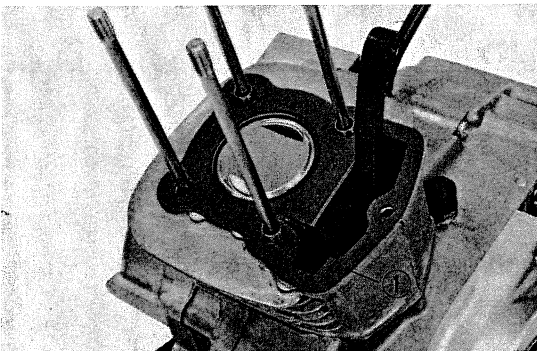


Fig. 36 Cylinder removal
① Cylinder

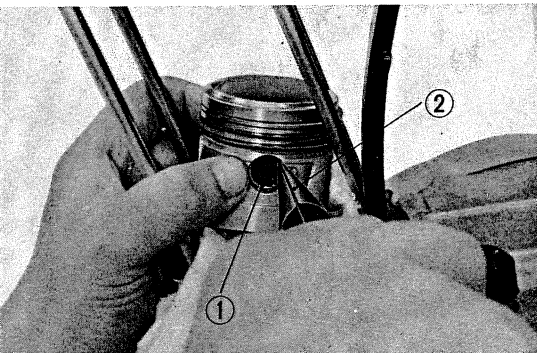


Fig. 37 Piston pin removal
① Piston pin clip ② Long nose pliers

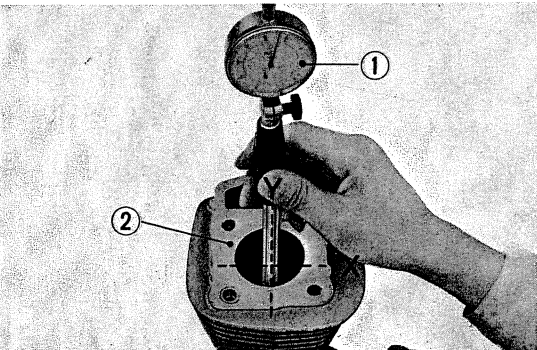


Fig. 38 Cylinder bore measurement
① Cylinder gauge ② Cylinder

- 8) Remove the tensioner stopper bolt and then remove the cam chain tensioner from the cylinder head.
- 9) Lift off the cylinder head.

- 10) Remove the cam chain guide.
- 11) Lift and remove the cylinder. (Fig. 36)

Note:

If cylinder head is frozen on the cylinder or if it is difficult to remove, tap the cylinder base with a wooden hammer to loosen. Exercise care not to strike the cylinder with a hard blow as the cooling fins may be damaged.

- 12) Remove piston pin clip and piston pin, and then separate the piston from the connecting rod. (Fig. 37)

Note:

When removing the piston pin clip, exercise care not to drop the clip into the crankcase.

- 13) Remove the piston rings.

B. Inspection

- 1) Inspect the condition of the cylinder bore. Measure diameter of the cylinder bore in both the X and Y directions and at the top, center and bottom of the cylinder. (Fig. 38)

Item	Standard value	Serviceable limit	
Bore diameter	CB100 CL100 SL100	50.50-50.51mm (1.9881-1.9885 in.)	50.6mm max. (1.992 in.)
	CB125S CD125S SL125	56.00-56.01mm (2.2047-2.2051 in.)	56.1mm max. (2.2086 in.)

If the cylinder bore is less than 52.6 mm, rebore and hone the cylinder, and replace the piston with oversize piston and the standard clearance between the piston and the cylinder should be 0.01-0.05mm (0.0004-0.0020 in.) at the piston skirt. The oversize pistons are available in the oversize of 0.25, 0.50, 0.75 and 1.0mm (0.010, 0.020, 0.030 & 0.040 in.).