



PC 4000 INSTALLATION INSTRUCTIONS

The PC 4000 cylinder is designed as an upgrade replacement for the stock OEM cylinder. The basic installation process outlined in the Honda OEM service manual is still to be followed. Following are some adjustments/modifications required to make your installation complete.

The PC 4000 is offered in (4) options: Blank, 440cc, 450cc, 465cc.
Depending on the option you purchased instructions will vary.

CYLINDER ID: A specific identification number is stamped into each cylinder on the lower right hand side.

Blank Cylinders: Blank cylinders are sold as a machined, one-piece core. The owner can either install sleeve of their choice or plate the existing core. Special cylinder studs and nuts are included. Special gaskets, sleeve, dowel pins may be required. Stock cylinder to center case bolts and washers are to be used. * Studs end with most threads goes into cylinder.

Purchaser is responsible for all set up and any final machining required.

440cc Cylinder Kits: The 440cc kits are designed to be a straight bolt on.

CENTER CASE FIT: Under normal conditions cylinder should be a bolt on. Before permanent install cylinder should be set on cases and fit should be checked for obstructions. Be sure to make sure that there is no gasket material or casting flaw in cases that will press on side of sleeve when cylinder is installed.

HARDWARE: Cylinder uses stock OEM cylinder to center case bolts washers and dowel pins. Torque should be 33 ft lbs.

BASE GASKET: Use stock OEM base gasket. Make sure gasket surface on center cases is cleaned and flat. A thin coat of grease is recommended on the gasket.

HEAD GASKET: A special head gasket is required and supplied with kit and must be used.

CYLINDER HEAD STUDS: Special ARP studs and nuts are supplied with cylinder. They should be used with the stock OEM washers. Stock cylinder to head dowels must be used.
Cylinder head torque should be 35 ft lbs.

PISTON & RINGS: Cylinder comes bored. Clearance should be .002" to .0025". Rings must have gap checked before assembly. Ring end gap should be .004" per 1 inch of bore.

ASSEMBLY: All basic assembly steps should be followed. Cam timing, valve setting etc. (It is advisable to read DRI TECH Sheet 4-STROKE ASSEMBLY TIPS)



BREAK-IN: Follow DRI 4-STROKE BREAK-IN Tech Sheet for specific instructions.

450cc and 465cc Cylinder Kits

CENTER CASE FIT: Center cases must be machined to accommodate the larger cylinder sleeve. Consult DRI TECH SHEET 4-STROKE CENTER CASE MACHINING for specific instructions.

HARDWARE: Cylinder uses stock OEM cylinder to center case bolts washers and dowel pins. Torque should be 33 ft lbs. A slight modification is required on the bolts. Grind approximately 2.0mm off one side of the built in flange on the base bolt. Washers require no modification.

Only 2 of the 4 cylinder bolts need modification. The 2 Right hand side (cam chain side) bolts must be modified.

NOTE #1: This slight modification is required to clear outer sleeve flange that protrudes into the machined slot for the base bolts.

NOTE #2: When installing bolts cylinder needs to be lifted slightly (1/8 to 1/4 inch) to get the bolts started. This is necessary because sleeve flange protrudes into bolt cavity.

BASE GASKET: A special base gasket must be used and is supplied with this kit. Make sure gasket surface on center cases is cleaned and flat. A thin coat of grease is recommended on the gasket.

HEAD GASKET: A special head gasket is required and supplied with kit and must be used.

*450cc and 465cc kits use separate head gaskets

DOWELS: The cylinder to head dowels must be used, but they must be modified. They should be ground flat one side to coincide with cutaway in sleeve.

CYLINDER HEAD STUDS: Special ARP studs and nuts are supplied with cylinder. They should be used with the stock OEM washers.

Cylinder head torque should be 35 ft lbs.

PISTON & RINGS: Cylinder comes bored. Clearance should be .002" to .0025". Rings must have gap checked before assembly. Ring end gap should be .004" per 1 inch of bore.

ASSEMBLY: All basic assembly steps should be followed. Cam timing, valve setting etc. (It is advisable to read DRI TECH Sheet 4-STROKE ASSEMBLY TIPS)

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