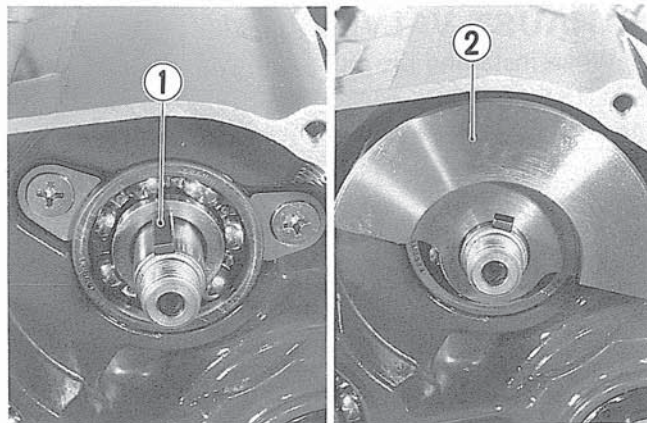


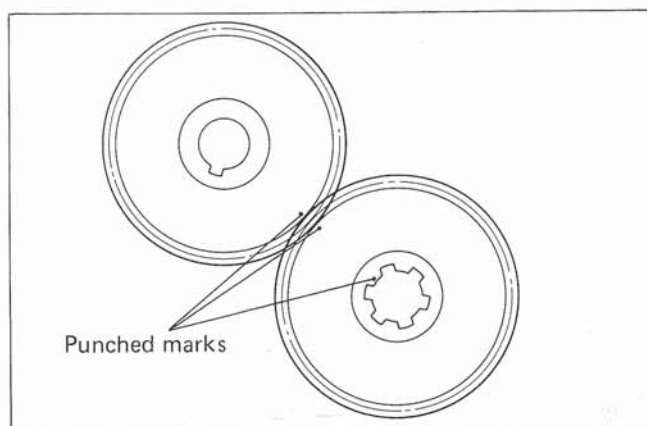
- Install the key ① onto the balancershaft.
- Install the balancer web ② onto the balancer-shaft.



- Install the balancer drive gear and driven gear while aligning the three punched marks on the crankshaft, drive gear and driven gear.

NOTE:

Align the three punched marks in line. Refer to the illustration in page 3-53.



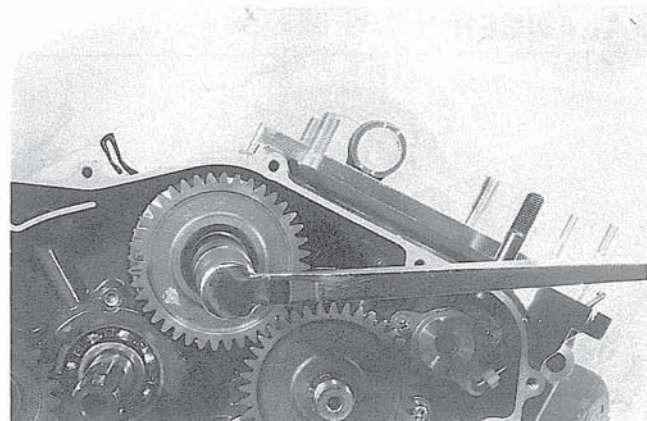
- Apply a small quantity of THREAD LOCK SUPER "1303" to the threaded part of the balancer shaft, and tighten the balancer driven gear nut to the specified torque with the special tool.

| | |
|-------------------------------|-----------------------------|
| 99000-32030 For U.S. model | THREAD LOCK SUPER "1303" |
|-------------------------------|-----------------------------|

| | |
|---------------------------------|-----------------------------|
| 99000-32100 For other models | THREAD LOCK SUPER "1305" |
|---------------------------------|-----------------------------|

| | |
|-------------------|--|
| Tightening torque | 90 – 110 N·m (9.0 – 11.0 kg·m) (65.0 – 79.5 lb·ft) |
|-------------------|--|

| | |
|-------------|----------------|
| 09910-20115 | Conrod stopper |
|-------------|----------------|

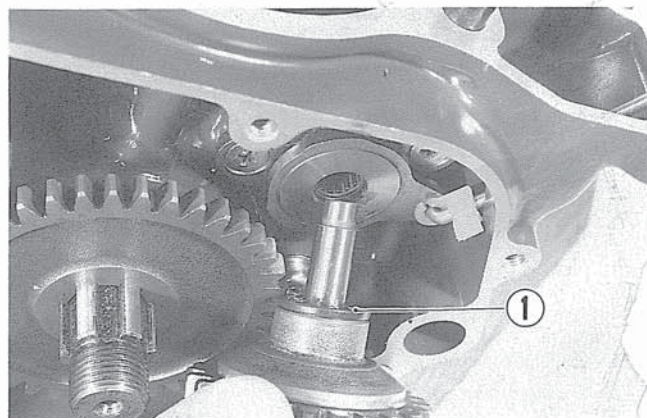


EXHAUST VALVE GOVERNOR

- When installing the governor, be sure to install the thrust bearing ①.

NOTE:

The roller side of the thrust bearing ① faces to the actuator.



PRIMARY DRIVE GEAR

- Install the primary drive gear and tighten the primary drive gear nut to the specified torque with the special tool.

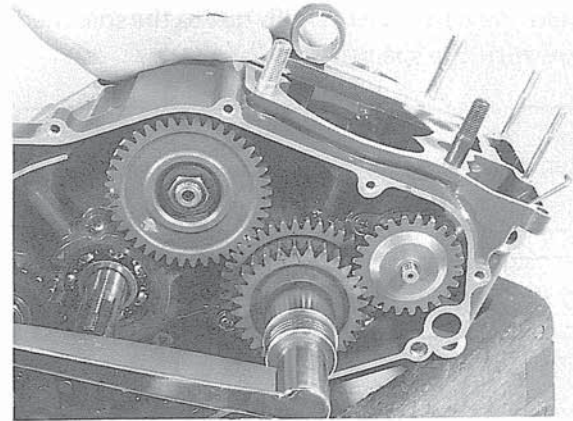
CAUTION:

Apply a small quantity of **THREAD LOCK SUPER "1303/1305"** to the threaded part of the primary drive gear nut.

| | |
|---------------------------------|-----------------------------|
| 99000-32030 For U.S. model | THREAD LOCK SUPER "1303" |
| 99000-32100 For other models | THREAD LOCK SUPER "1305" |

NOTE:

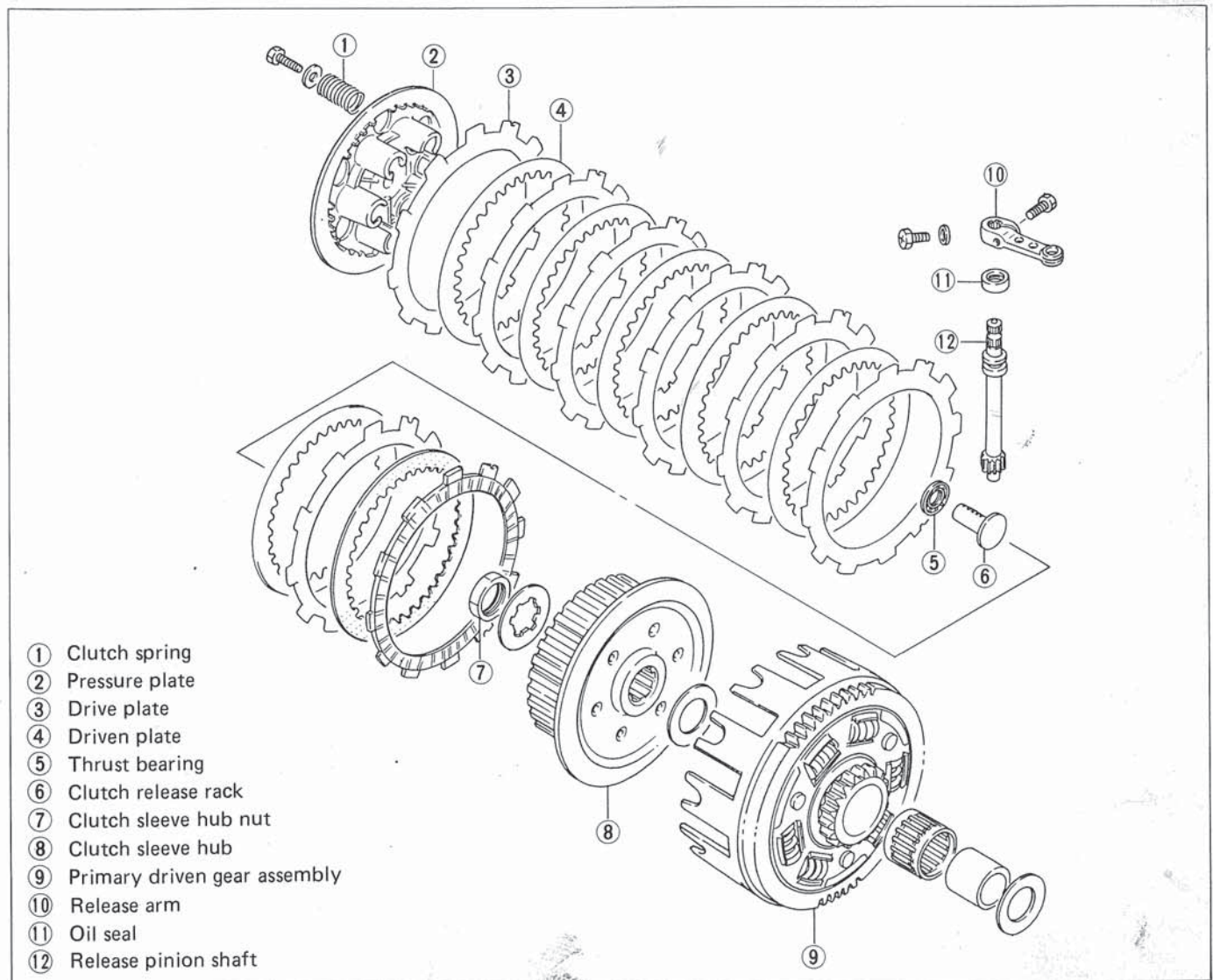
This nut is left-hand thread.



| | |
|-------------------|--|
| Tightening torque | 100 – 130 N·m (10.0 – 13.0 kg·m) 72.5 – 94.0 lb·ft |
|-------------------|--|

| | |
|-------------|----------------|
| 09910-20115 | Conrod stopper |
|-------------|----------------|

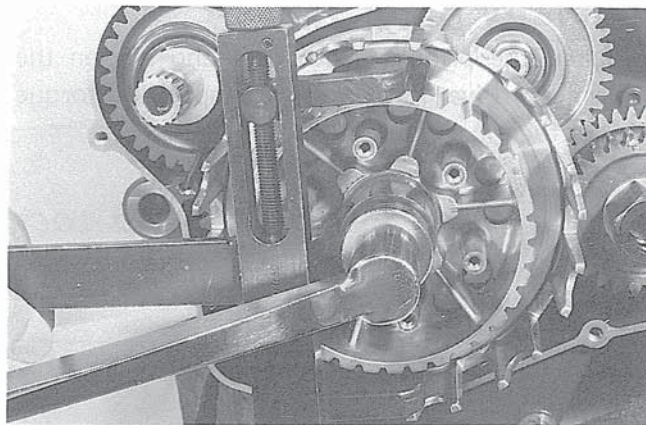
CLUTCH



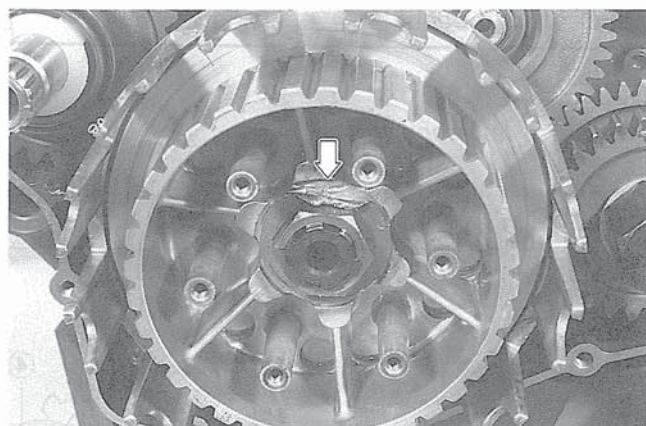
- Tighten the clutch sleeve hub nut to the specified torque with the special tool.

| | |
|-------------------|--|
| Tightening torque | 40 – 60 N·m (4.0 – 6.0 kg·m) (29.0 – 43.5 lb·ft) |
|-------------------|--|

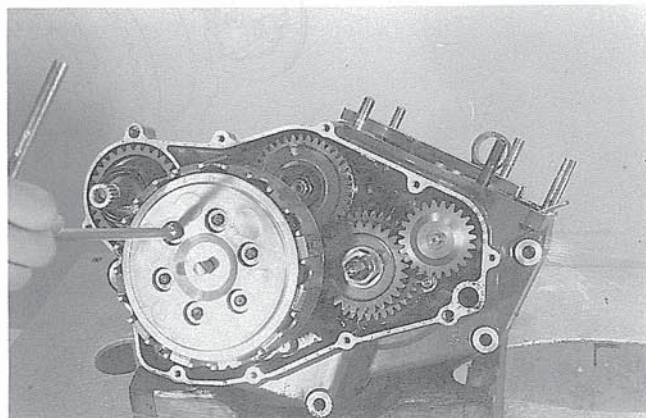
| | |
|-------------|--------------------------|
| 09920-53710 | Clutch sleeve hub holder |
|-------------|--------------------------|



- Bend up the lock washer.



- Install the clutch plates, pressure plate and springs.
- Tighten the clutch spring set bolts diagonally.

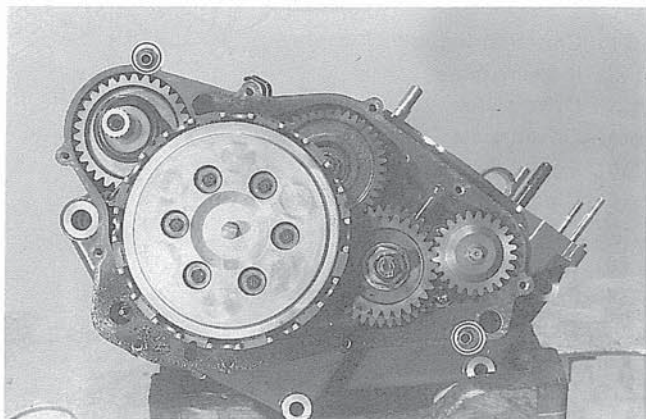


CLUTCH COVER

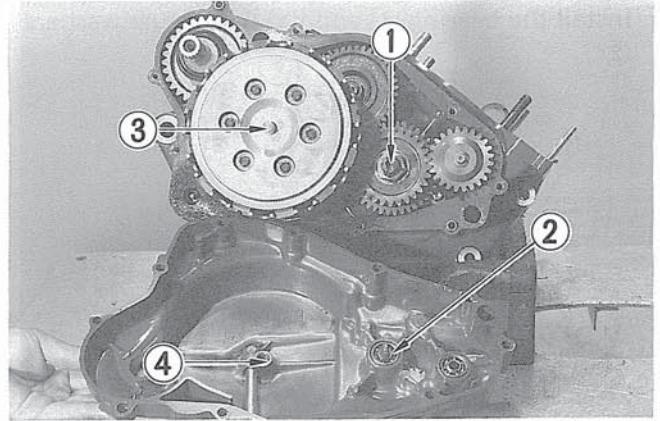
- Install the two dowel pins.
- Fit a new gasket.

CAUTION:

A new gasket is required to prevent oil leakage.

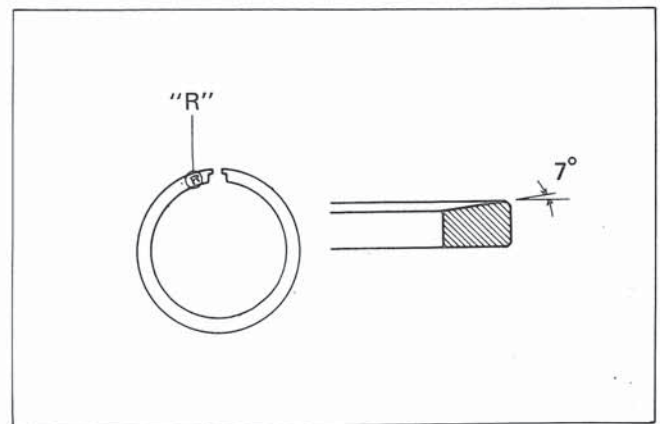


- Align the primary drive gear nut groove ① with the water pump driven protrusion ②.
- Align the rack ③ with the pinion ④.
- Install the clutch cover.

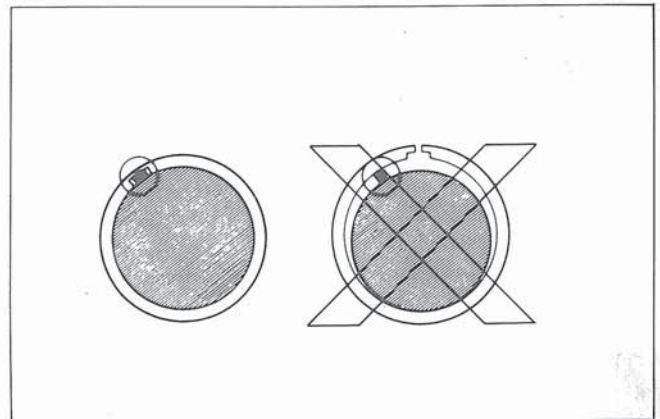


PISTON RINGS

- Both the 1st and 2nd rings are keystone type and identical in shape. The ring grooves on the piston are machined according to the shape of the piston rings. Therefore, the rings must be placed in the proper direction otherwise the piston will not fit in the cylinder.
- Each ring has a punched mark at its end and face it upside.



- It is extremely important that, when the piston is placed into the cylinder, each ring is properly positioned the locating pin as shown in the Fig.



PISTON

- Before connecting the piston to the connecting rod, be sure to apply SUZUKI CCI SUPER 2-CYCLE Oil or SUZUKI CCI Oil or two-stroke oil on the connecting rod big end and small end bearings.
- The arrow mark on the piston crown points to the exhaust port side.

