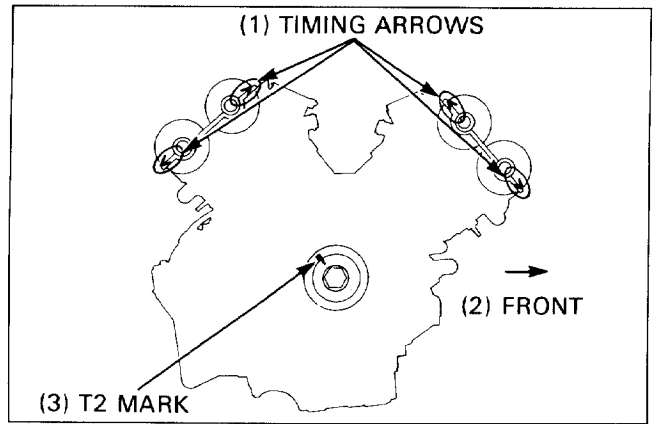
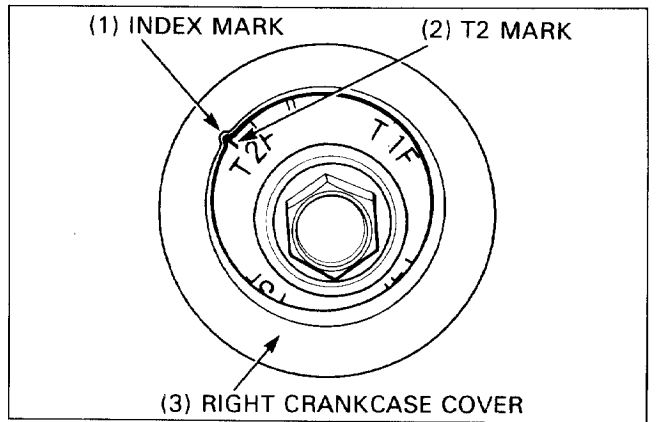


Valve timing will be correct when the timing arrows are level with the cylinder head upper edge, and the intake and exhaust timing arrows face opposite each other.



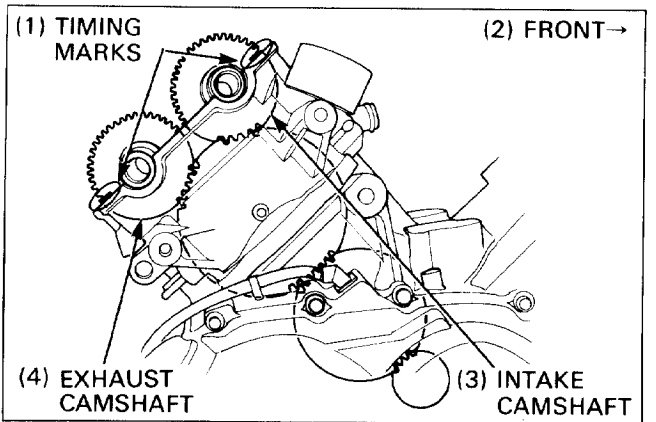
**When Only the Rear Cylinder Camshafts Were Removed**

Align the T2 mark with the index mark on the right crankcase cover.  
 Remove the front cylinder head cover.  
 Make sure #2 cylinder is at TDC on the compression stroke. If it is not, turn the crankshaft clockwise one full turn (360°) and make sure T2 mark aligns with the index mark on the right crankcase cover.  
 Rotate the crankshaft clockwise ¾ turn (270°) to align the T1 mark with the index mark on the right crankcase cover.



Apply molybdenum oil solution to the cam lobes.

Install the camshafts onto the rear cylinder head so that the timing marks on the camshaft gears are level with the cylinder head upper edge and facing opposite each other.



Install the camshaft holder dowel pins onto the rear cylinder head.  
 Install the holders in the correct positions, checking the identification marks on the holders and the cylinder head.  
 Tighten the holder bolts in the sequence as shown.

**Torque: 12N · m(1.2kg·m, 9ft·lb)**

Make sure the timing marks on the camshaft gears are level with cylinder head upper edge and facing opposite each other.

