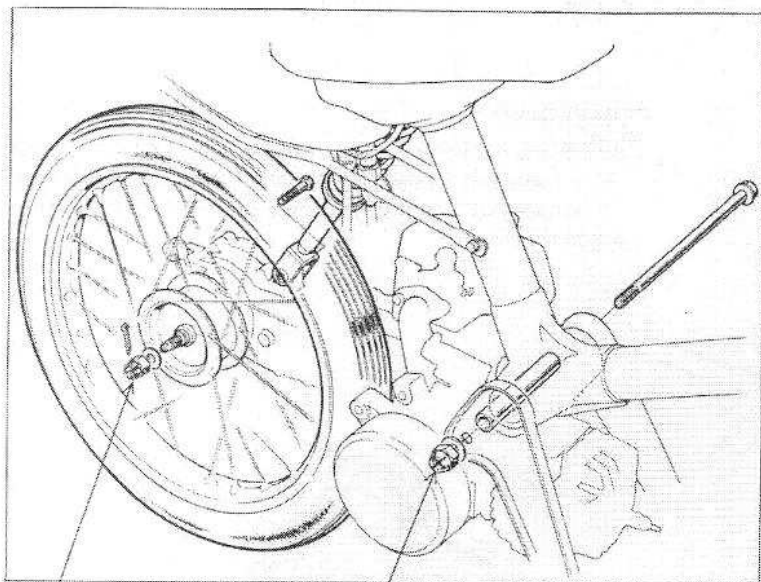


ENGINE REMOVAL/ INSTALLATION

All service operations except crankshaft work may be performed with the engine in the frame.

- ① REAR SHOCK ABSORBER BOLT/ENGINE MOUNTING BOLT/
REAR WHEEL/MAIN STAND

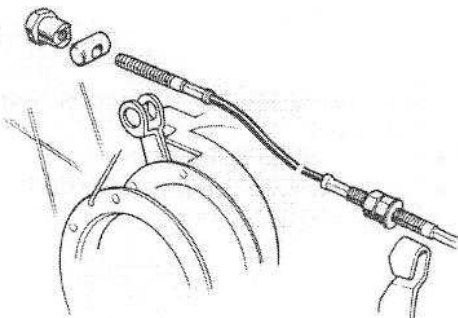


NOTE

400 – 500 kg · cm
(28.9 – 36.2 lbs · ft)

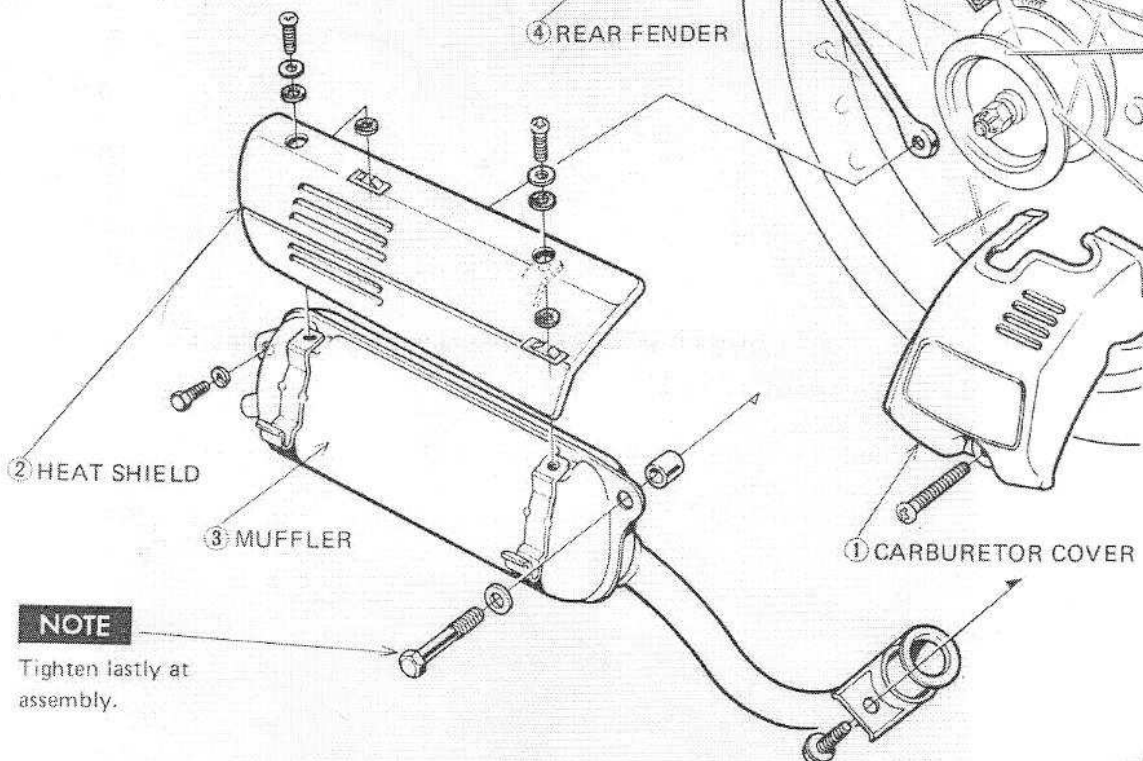
NOTE

300 – 400 kg · cm
(21.7 – 28.9 lbs · ft)



- ⑩ REAR BRAKE CABLE

Adjustment: Pages 8 - 1 and 8 - 2.



- ② HEAT SHIELD

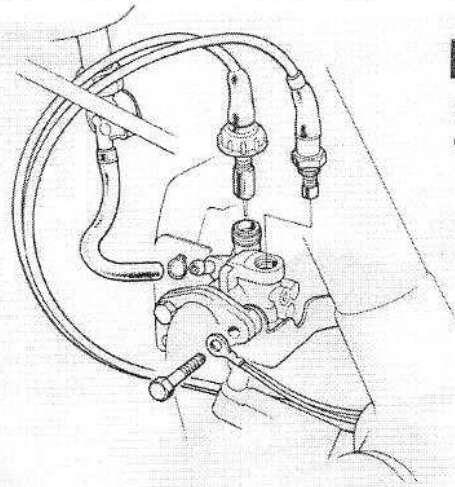
- ③ MUFFLER

- ④ REAR FENDER

- ① CARBURETOR COVER

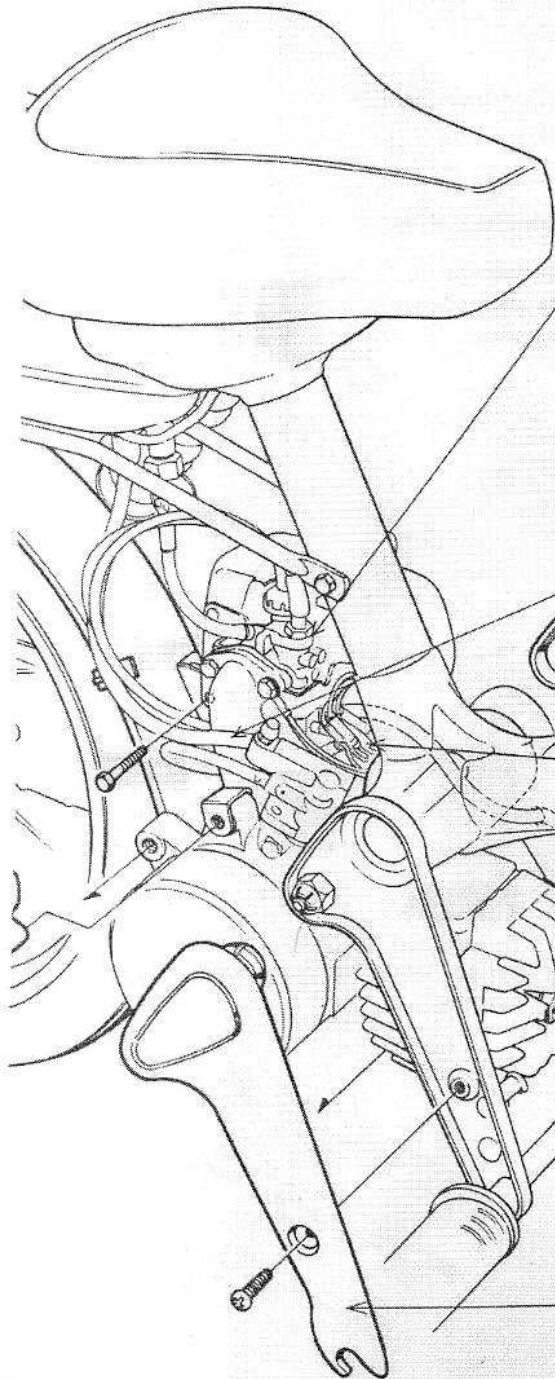
NOTE

Tighten lastly at assembly.



NOTE

Keep fuel cock closed during disassembly.



⑦ CARBURETOR/AIR CLEANER

CAUTION

Bleed air after assembly.

Page 8 - 7 "BLEEDING OIL PUMP."

⑧ OIL TUBE

NOTE

Plug tube end.

⑨ PRIMARY WIRE

NOTE

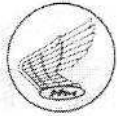
Connect color-to-color.

⑥ SPARK PLUG CAP

⑤ R/L STEP COVERS

10 Engine CYLINDER HEAD/CYLINDER/ PISTON

HONDA
NC50



WARNING

Before operation, make sure that starter spring is released.
During operation, do not depress it.



① REAR SHOCK ABSORBER
LOWER BOLT

② ADJUST HEIGHT SO THAT
CYLINDER HEAD CAN BE
REMOVED.

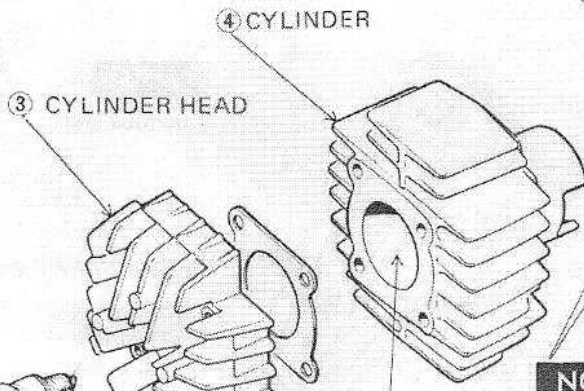
NOTE
Place block here to
avoid rolling ahead.

PISTON PIN CLIPS

NOTE At assembly,
install new wrist
pin clip.



⑤ PISTON



③ CYLINDER HEAD

④ CYLINDER

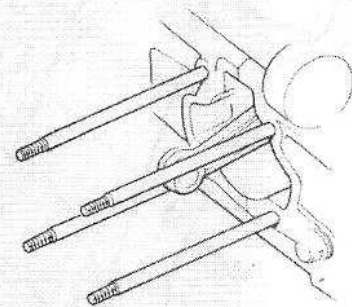
NOTE
Replace when
disassembled.

NOTE
Be sure that the piston rings move freely
before installing the piston into the
cylinder.

NOTE
90 – 120 kg - cm
(6.5 – 8.7 lbs-ft)



Install cylinder head with
"EX" toward EXHAUST.



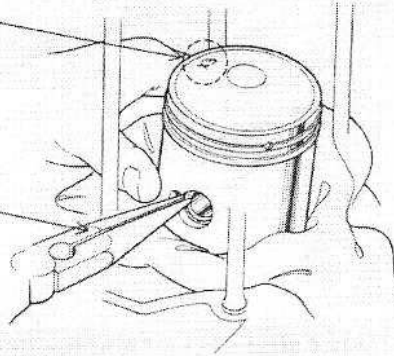


(PISTON)

• DISASSEMBLY/ASSEMBLY

Install piston with the "EX" mark facing toward the EXHAUST PORT.

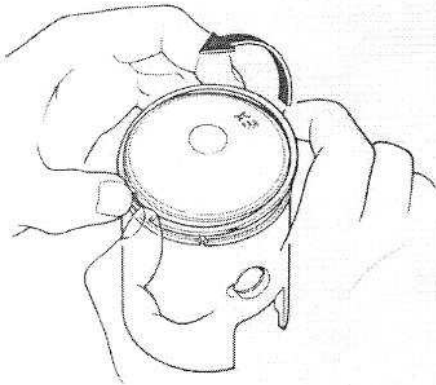
Place a rag over the crankcase opening to prevent the wrist pin clip from falling into the crankcase.



CAUTION

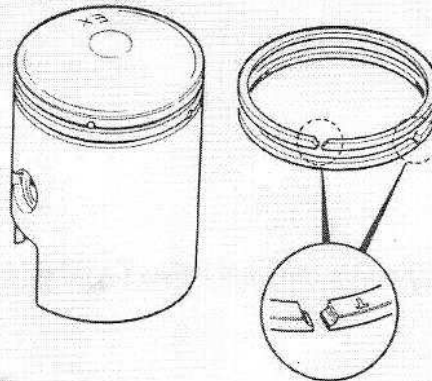
Avoid scoring or scratching the piston.

(PISTON RING)



• DISASSEMBLY

Always remove piston ring as shown above.



• ASSEMBLY

Install the piston rings with their markings facing upward. Whenever the rings are replaced ensure that the proper rings are installed.

N: NIPPON PISTON RING
T: TEIKOKU PISTON RING

Top ring: 1N or 1T

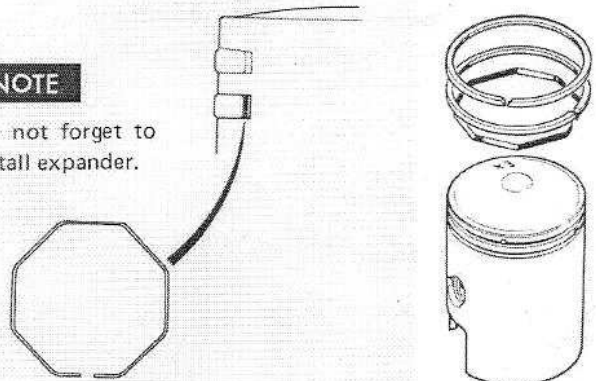
2nd ring: 2N or 2T

CAUTION

Be careful not to damage piston during operation.

NOTE

Do not forget to install expander.

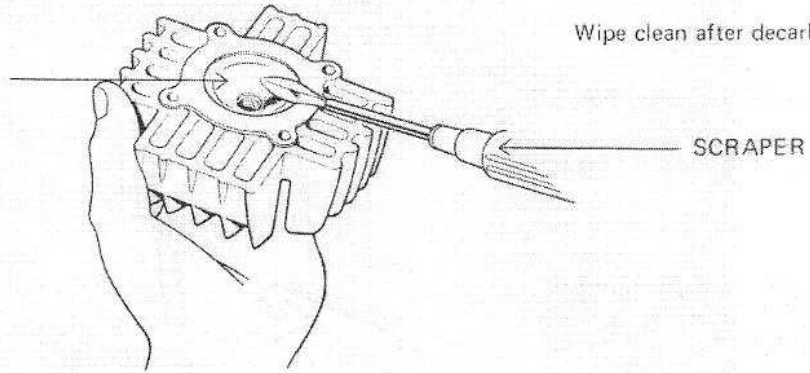




(CYLINDER HEAD DECARBONIZING)

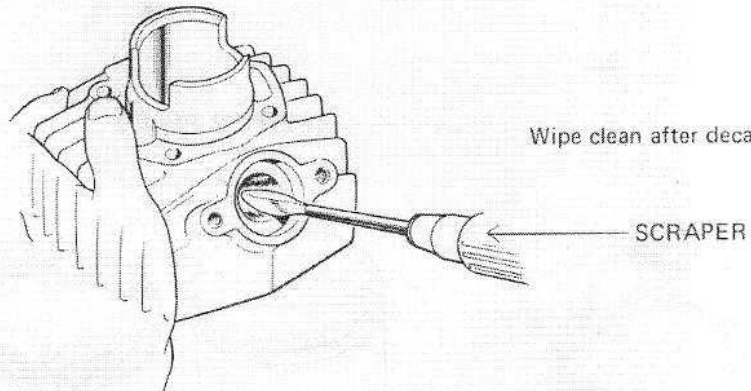
CAUTION

Avoid scratching
inside the surfaces.



Wipe clean after decarbonizing.

(EXHAUST PORT DECARBONIZING)

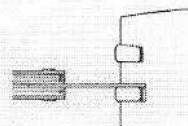
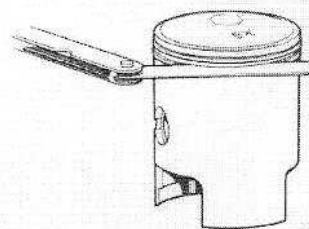


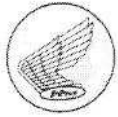
Wipe clean after decarbonizing.

(PISTON/PISTON RING CLEARANCE)

2nd Ring

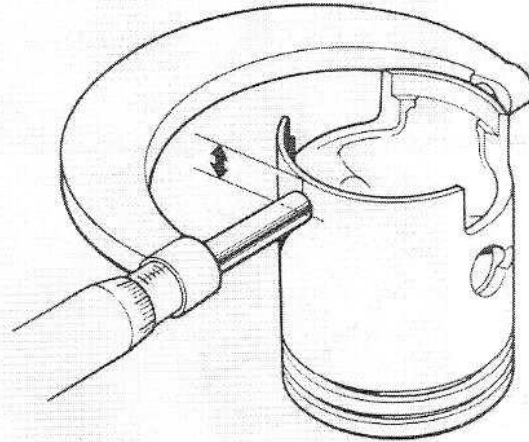
0.025 – 0.055mm (0.0010 – 0.0022 in.)
Service Limit: 0.1mm (0.0039 in.)





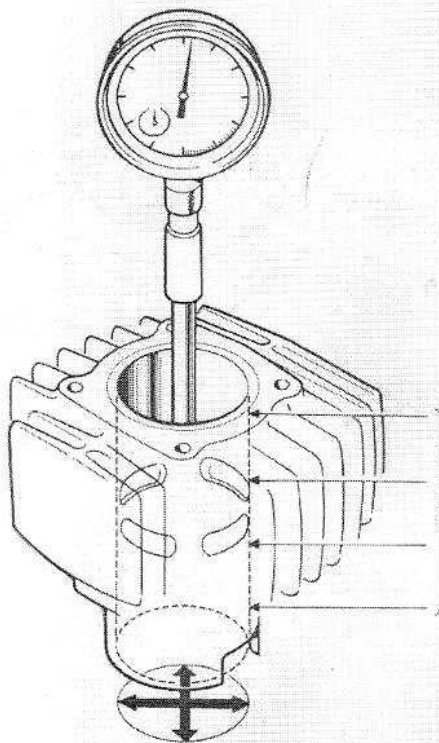
(PISTON SKIRT O.D.)

39.955 – 39.975mm (1.5731 – 1.5739 in.)
Service Limit: 39.85mm (1.5689 in.)



Measurements should be taken at
point 4mm (0.16 in.) from bottom.

(CYLINDER I.D.)



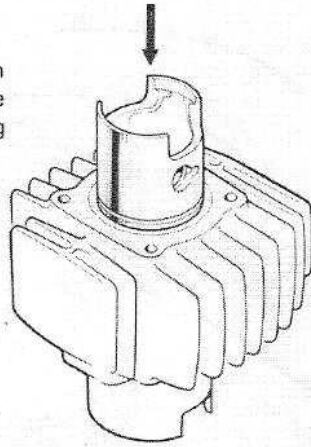
40.00 – 40.01mm (1.5748 – 1.5752 in.)
Service Limit: 40.05mm (1.5768 in.)

Take smallest diameter reading.

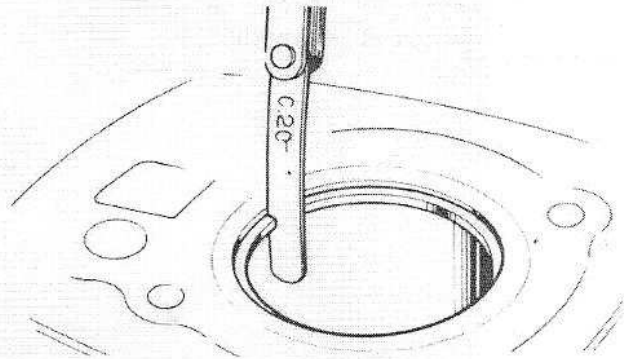


(PISTON RING END GAP)

Push the rings down squarely into the cylinder bore using the piston head.

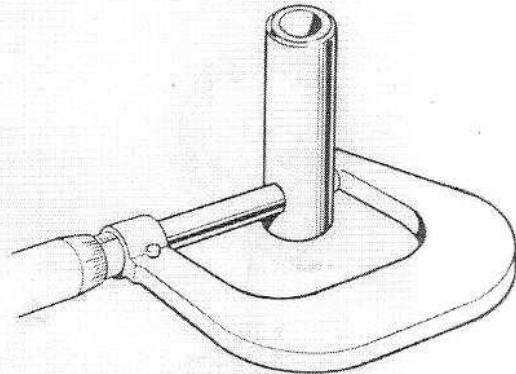


0.15 – 0.35mm (0.0059 – 0.0138 in.)
Service Limit: 0.6mm (0.0236 in.)



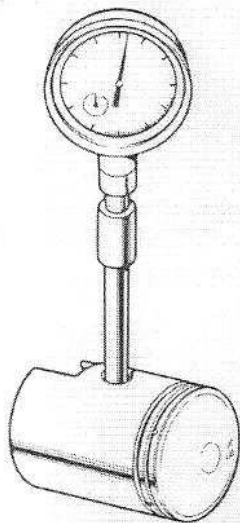
(PISTON PIN O.D.)

9.994 – 10.000mm (0.3935 – 0.3937 in.)
Service Limit: 9.97mm (0.3925 in.)



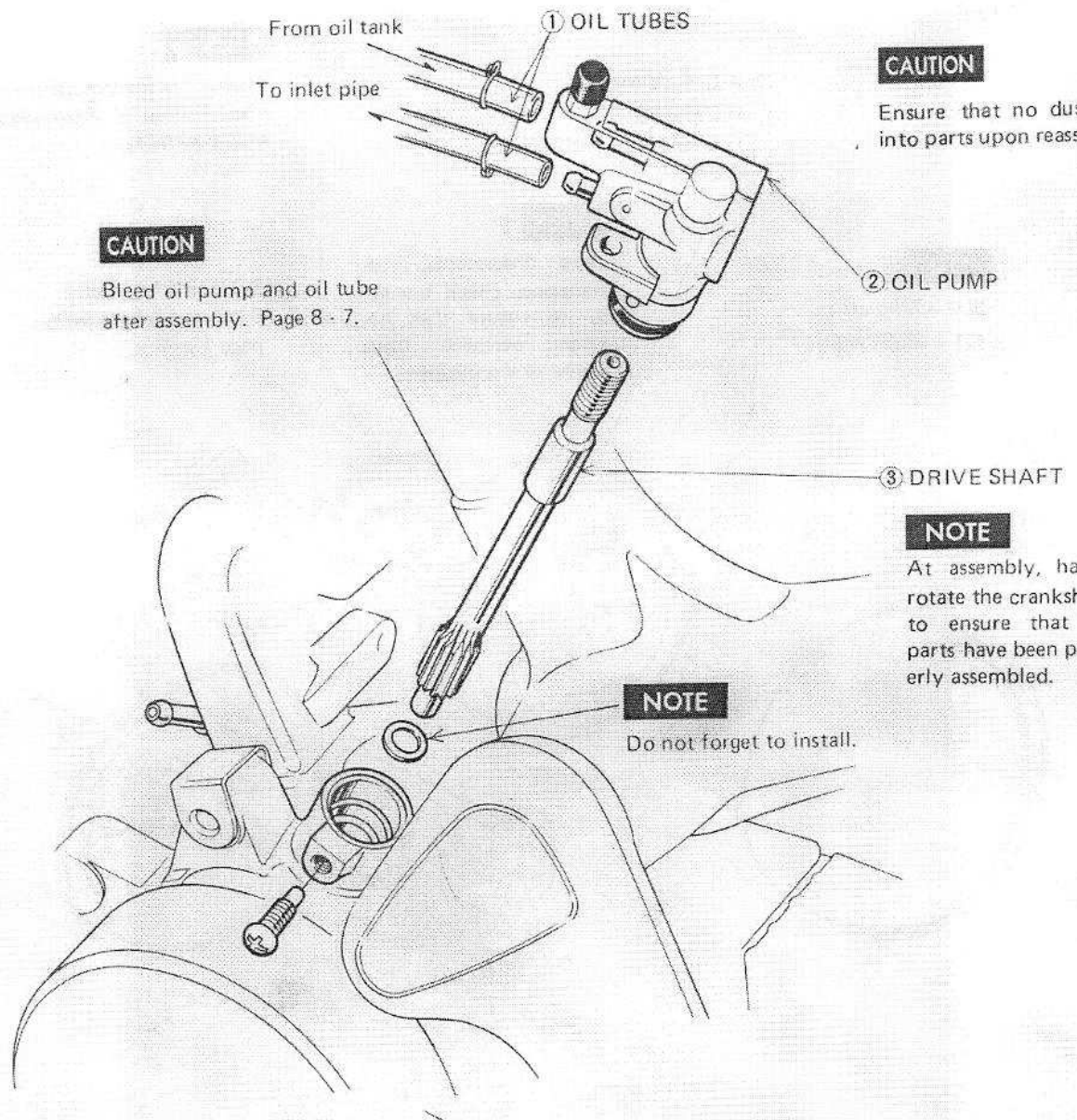
(PISTON PIN HOLE I.D.)

10.002 – 10.008mm (0.3938 – 0.3940 in.)
Service Limit: 10.03mm (0.3949 in.)





Engine OIL PUMP



CAUTION

Ensure that no dust gets into parts upon reassembly.

CAUTION

Bleed oil pump and oil tube after assembly. Page 8 - 7.

③ DRIVE SHAFT

NOTE

At assembly, hand-rotate the crankshaft to ensure that all parts have been properly assembled.

NOTE

Do not forget to install.

• INSPECTION

CHECK FOR OIL LEAKS.

CHECK GASKET FOR DETERIORATION.