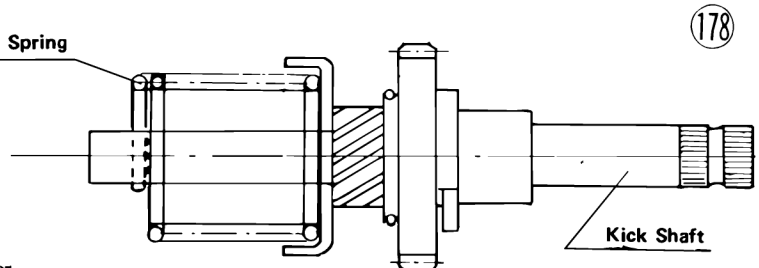
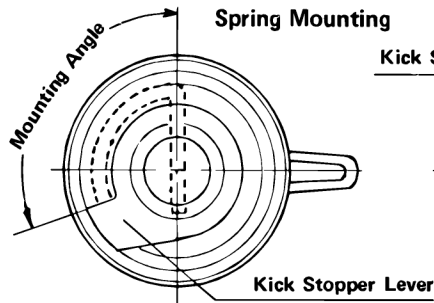


#### 4) Assembly

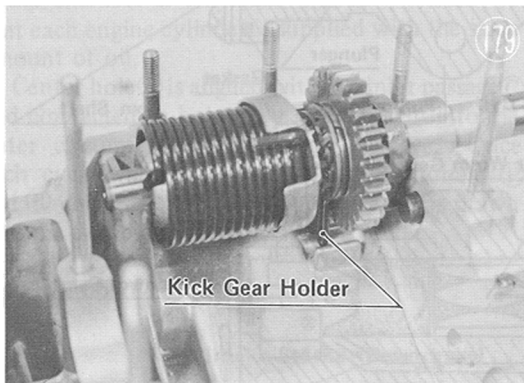
Assembly is the reverse of disassembly.

##### NOTE:

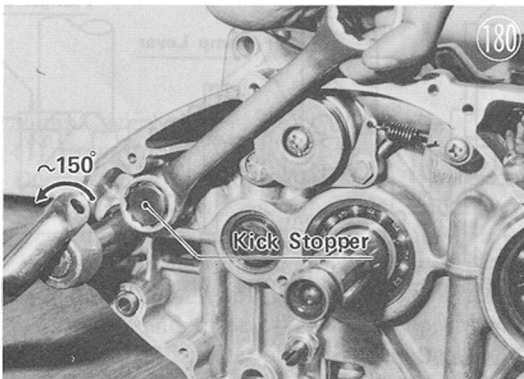
1. Be sure the circlips and snap ring are seated properly.
2. When replacing the kick spring on the kick shaft be careful of the angle it makes with the kick stopper lever.



3. Mount the kick gear holder into the crankcase properly as the illustration shows. If it is mounted incorrectly, the kick gear will not slide when the pedal is kicked.



4. Screw in the kick stopper after assembling the crankcase. In order to give the kick spring enough tension to raise up the kick pedal, put on the kick pedal and screw in the kick stopper about 150° back in the direction of the arrow.



## 14. LUBRICATION SYSTEM

The lubrication system used in the H Series machines is Injectolube. In this system, oil is kept

in a separate tank from the gasoline, from which it is pumped to the engine by the oil pump and mixed with the gasoline there. The rate at which the oil is pumped, which varies with the needs of the engine, is controlled by engine rotational speed and throttle opening. With the ideal lubrication that results engine performance is vastly improved, and the fresh, high viscosity oil supplied directly to

the main bearings and crankshaft big ends, raises engine durability one notch higher.

### 1) Oil Passages

Figure 181 is a diagram of the Injectolube oil passages. The oil pump pumps the oil through check valves to the three banjo bolts behind the engine. One path is for oil injection into the cylinder intake port to be mixed with gasoline, and the other passage leads to the crankcase beneath the banjo bolt where the oil lubricates the connecting rod big end via the crank bearing, oil holder and crank pin, in that order.

### Oil Passages

