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Author

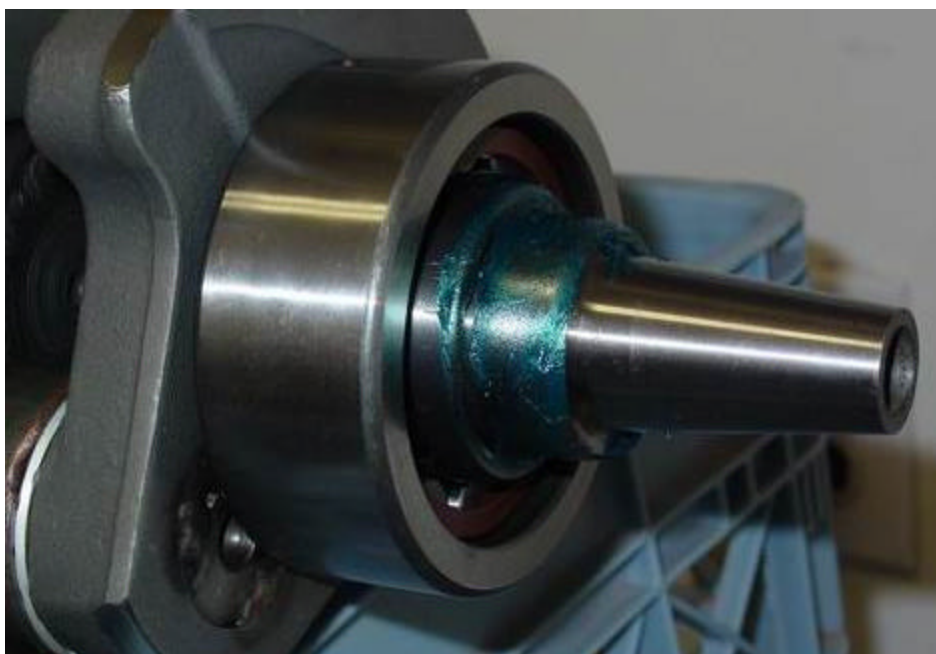
Fercho

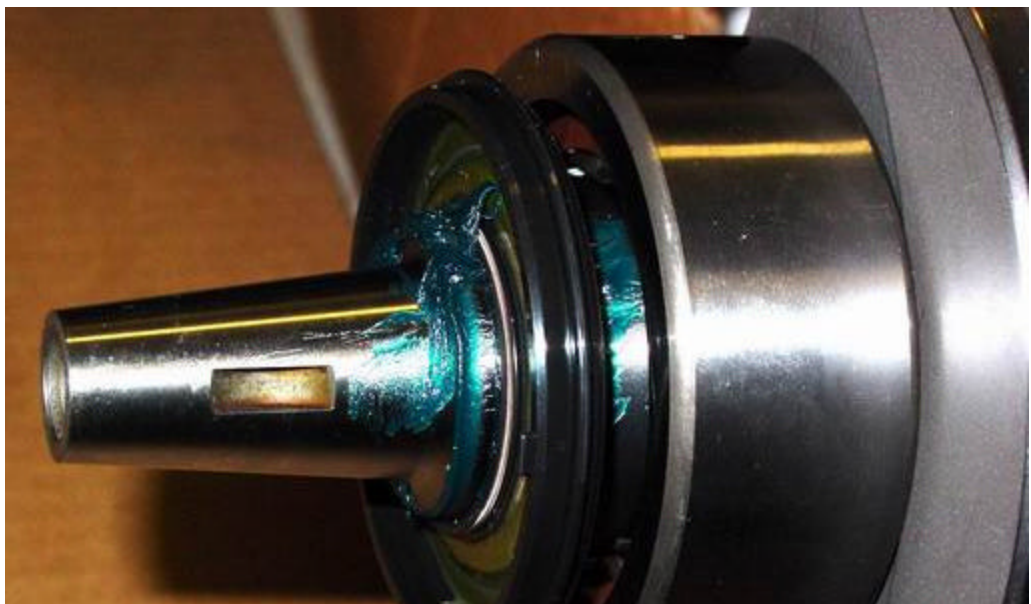
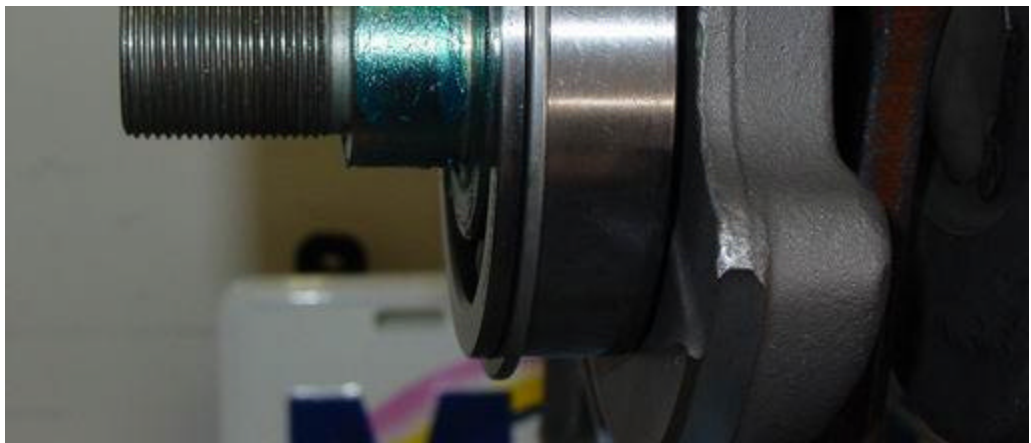
Member

Member # 25

Topic: GP1200R ENGINE ASSEMBLY & PICTURES

posted 11 -30-2002 05:36 PM “ ”







Prep your crank, blow all debri away from it, grease the ends where the seal will go into and grease the inner area of the seals, there are 3 seals, two of them will have tabs that will go towards the outside. The rears seals are installed with the back section facing each other



Position the guide pins facing up on all of the bearings

[06-06-2003, 07:24 PM: Message edited by: Fercho]

Fernando



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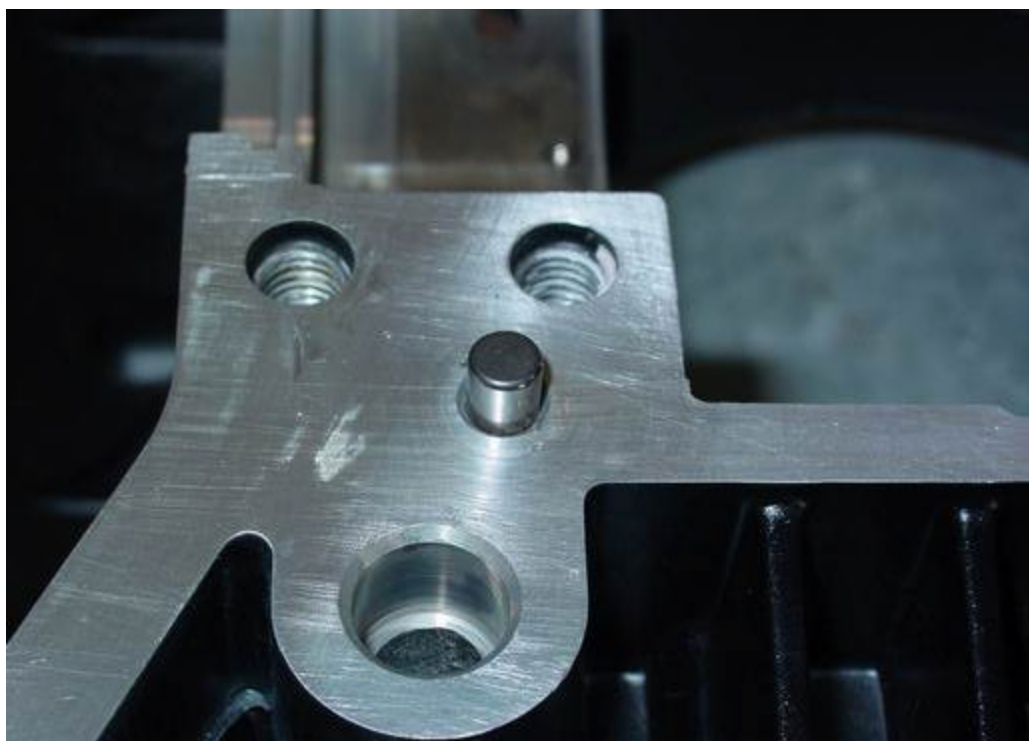
Posts: **5102** | From: **Sugar Land, Texas** | Registered: **Dec 2000** | IP: [Logged](#)

Fercho

Member

Member # 25

 posted 11 -30-2002 05:53 PM     “ ”





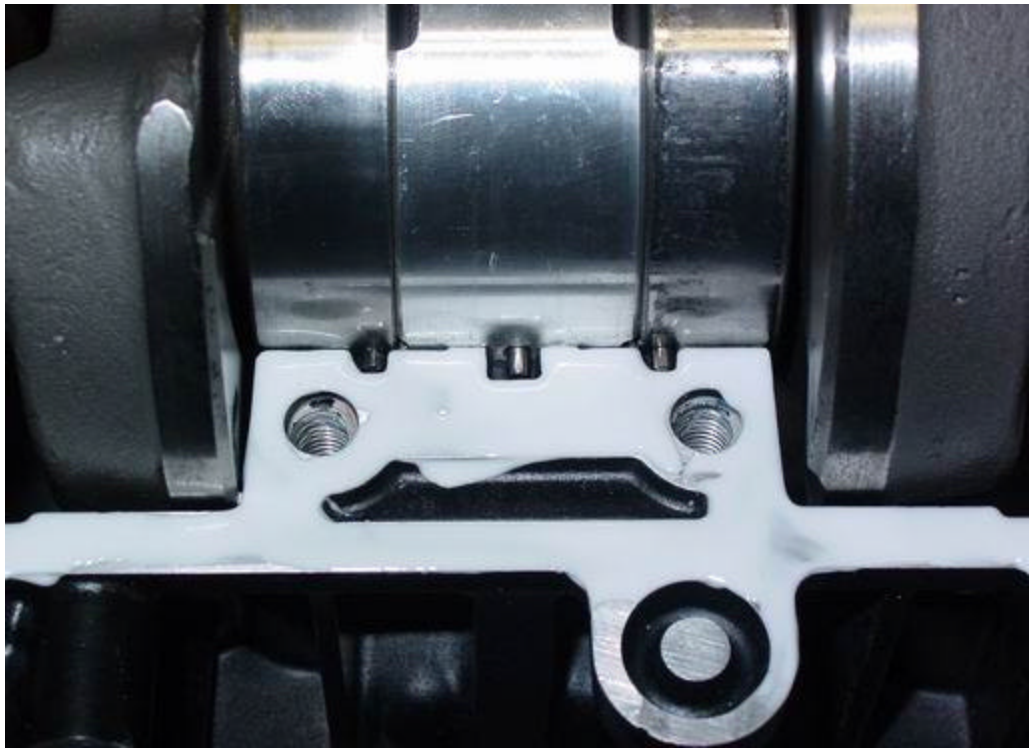
Clean the mating surfaces with acetone to remove any contaminants, blow with air for it to dry and remove any dirt.

I install new pins to ensure a smooth match of the cases.

My sealant of choice is 3Bond 1211. Put it on both surfaces. I like to put some also on the grooves where the crank seals rest.

Clean the threads of your bolts and use some red Loctite (271) on them or its equivalent

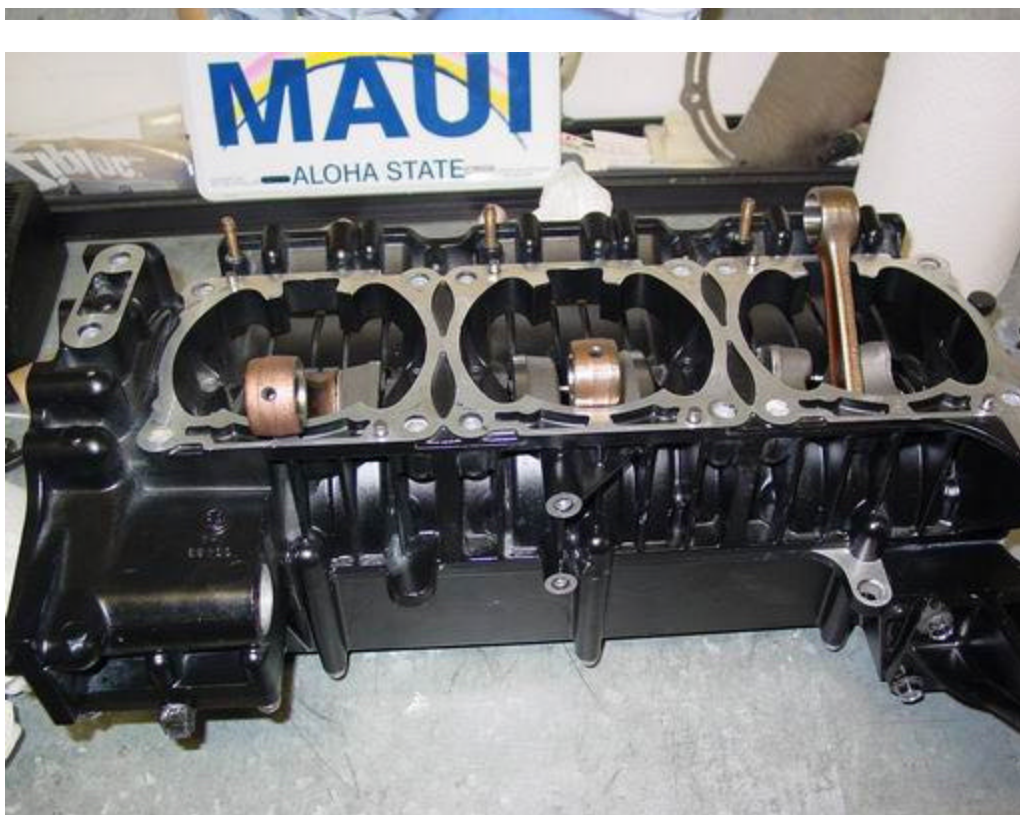




Grab the crank from the ends and drop it. Make sure that the seals go into their corresponding grooves in the crankcase.

The bearing pins should rest like the picture shows. The front bearing has a small hole that should be lined up with a pin that is installed on the upper 1/2 section of the crankcase, on this case the lower section since we have the case upside down.





Torque in sequence according to the Service manual starting with the largest set of bolts. I personally like to make a double of passes each time.

Clean the excess adhesive that will spill thru the sides.

Do not worry about any adhesive inside, once it dries you can cut it out with a

DO NOT worry about any adhesive inside, once it dries you can cut it with a utility blade and remove it.

The curing time according to 3Bond is 3 days. I like to wait about 5 to make sure it will completely cure.

I will lubricate the bearings at a later time using oil and a turkey baster.

Well for now this baby will sit on another bench until I get back the Blue Printed cylinders.

WHATEVER YOU DO DO NOT RUSH, TAKE YOUT TIME AND USE A CLEAN AREA, CLEAN TOOLS AND MAKE SURE TO CLEAN YOUR BOLTS AND MATTING SURFACES WITH ACETONE TO REMOVE ANY OIL AND GREASE. DO NOT USE ACETONE ON THE SEALS.

[06-06-2003, 07:29 PM: Message edited by: Fercho]

Fernando

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Posts: **5102** | From: **Sugar Land, Texas** | Registered: **Dec 2000** | IP: [Logged](#)



Posts: **824** | From: **Oceanside, California** | Registered: **Jan 2002** | IP: [Logged](#)



posted 11-30-2002 06:03 PM



Spud

Member

Member # 1747



Posts: **21** | From: **Hawaii** | Registered: **Mar 2002** | IP: [Logged](#)

Fercho

Member

Member # 25

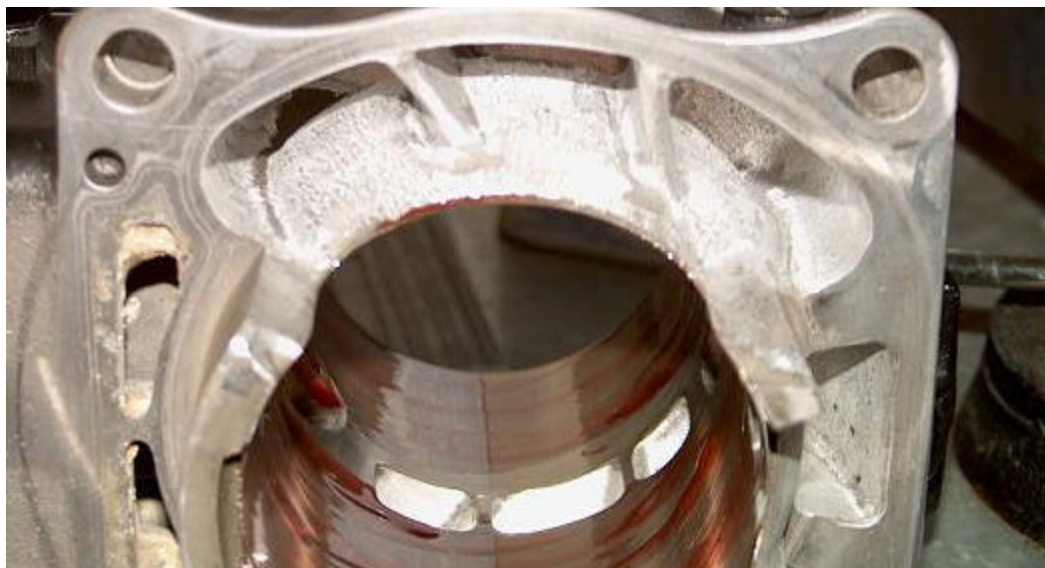
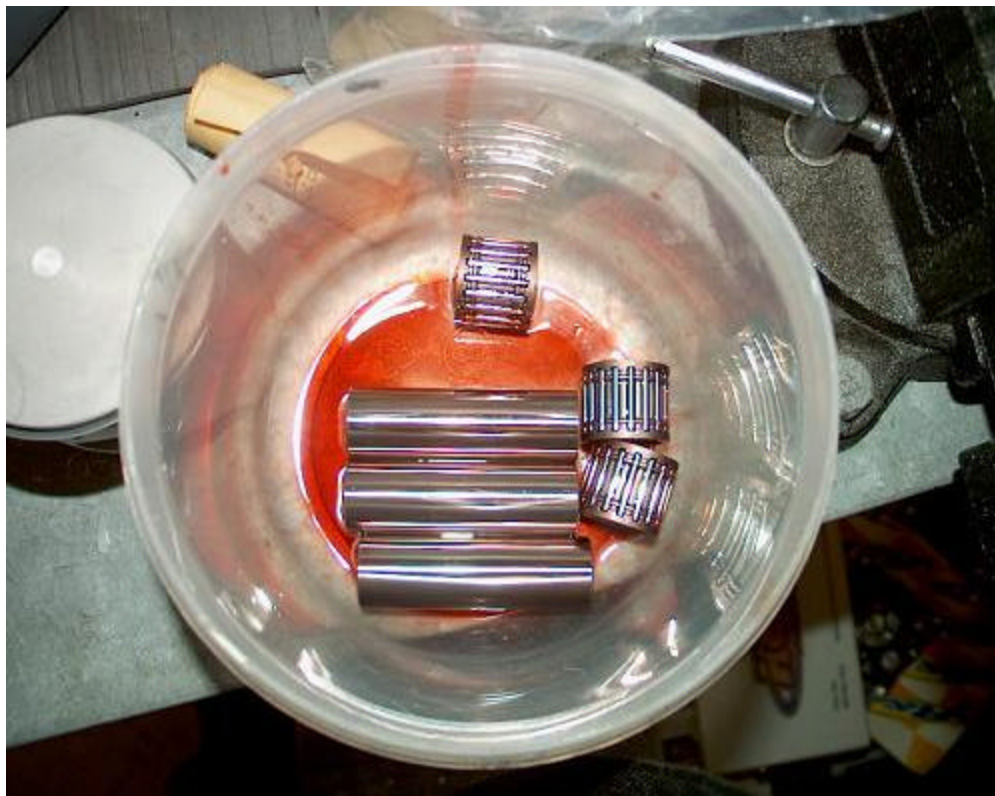
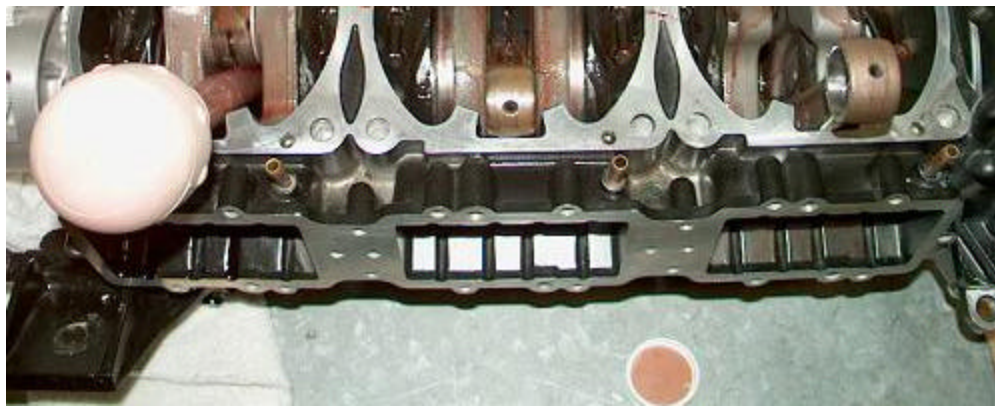


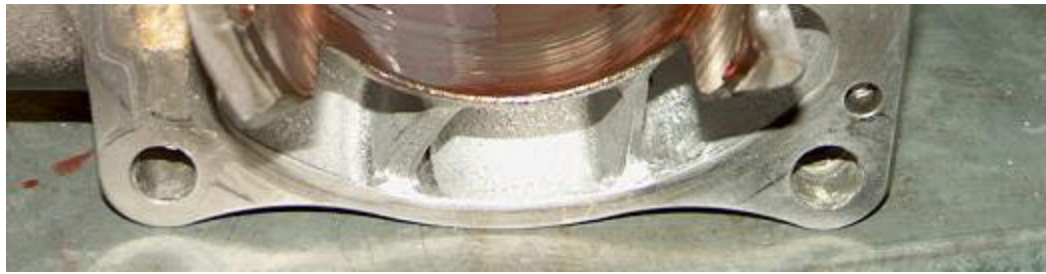
posted 01 -16-2003 12:38 AM



Insert the C-clip into the piston groove and make sure that the open ends of it are on the opposite end of the cut out.







Bath all of your parts and crank in 2 stroke oil prior to assembly



The washers have a front and back side, something that I had not noticed, the back side will face the bearing.

[06-06-2003, 07:15 PM: Message edited by: Fercho]

Fernando

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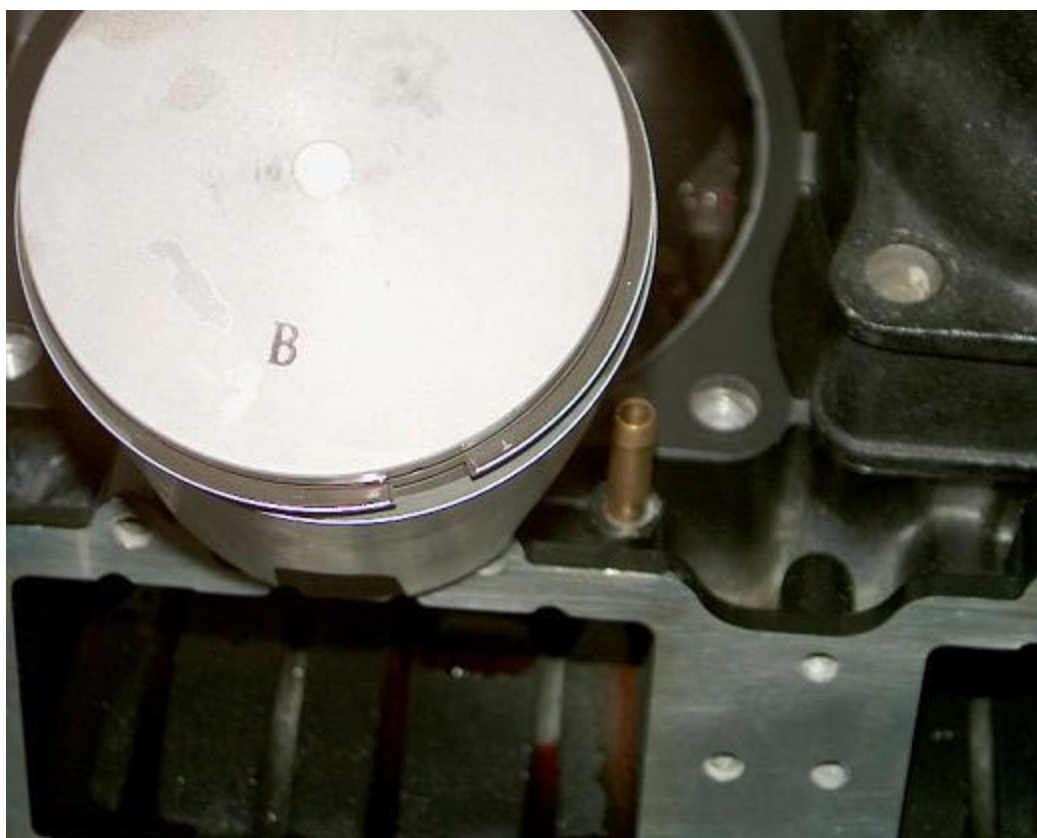
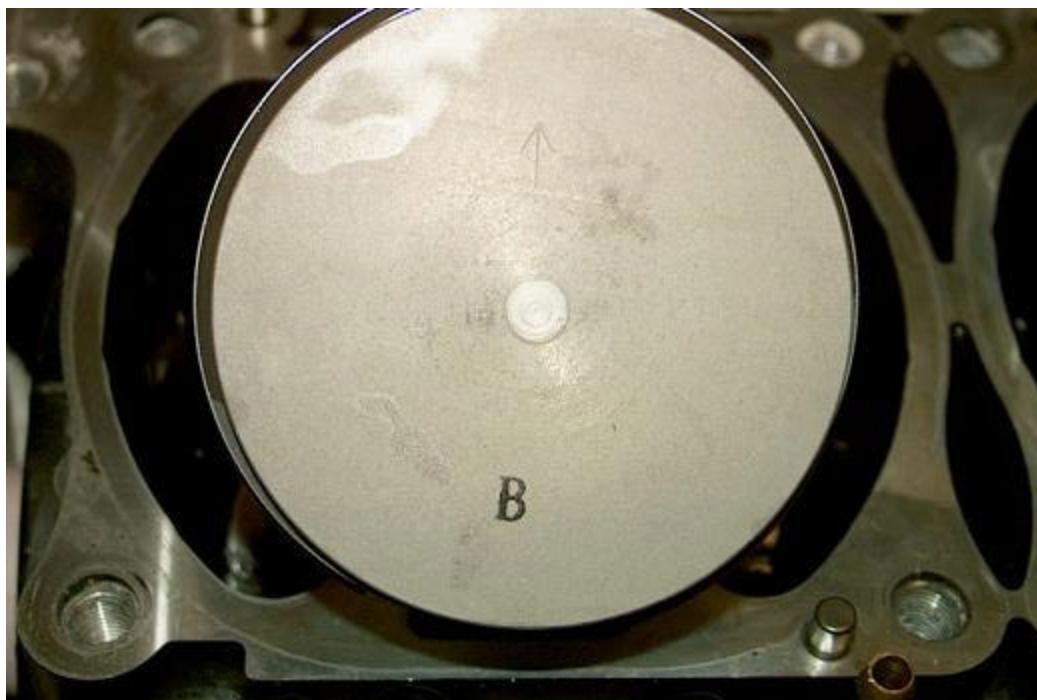
Fercho

Member

Member # 25

 posted 01-16-2003 12:40 AM     “ ”





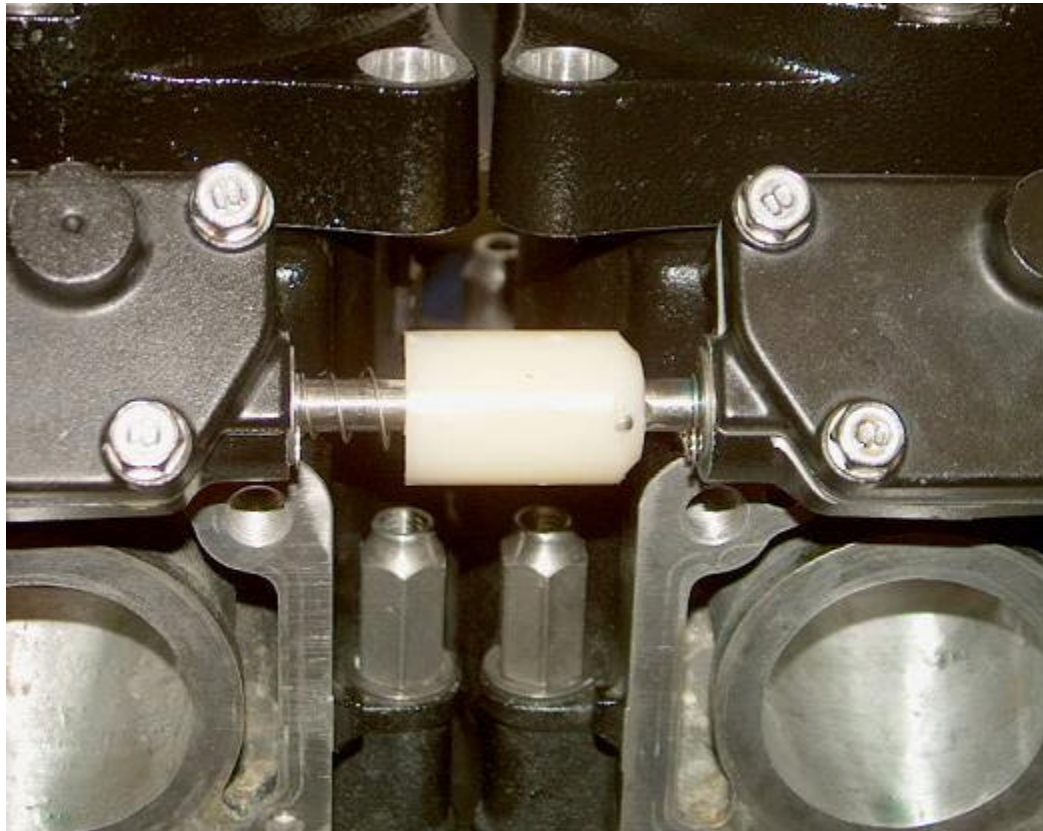
When assembling make sure that the arrow on the piston points to the exhaust side of the case, and that the marking on the rings are facing up, also make sure that the other c-clip sits well in its groove.

I always use new dowel pins. The pins are ferrous which can rust in certain spots and make the installation or disassembly a bit difficult.



The head gasket only fits in one direction





Here is the engine completely assembled.

NOTICE THAT THE VALVES ARE CONNECTED USING WAVE -EATERS LINKAGE.

They fit fits nicely, there is absolutely no play between the valves.They fit much better than I expected

[06-06-2003, 07:37 PM: Message edited by: Fercho]

Fernando

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