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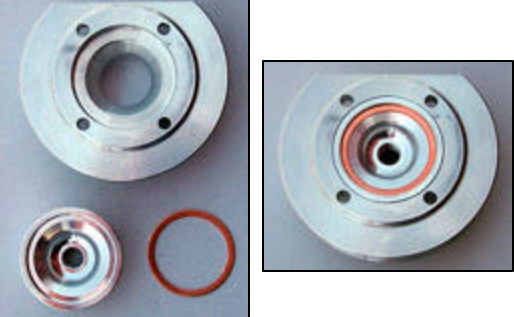




G23LH/G230RC Billet Head Instructions

<p>Parts required:</p> <ul style="list-style-type: none"> 1 - machined cylinder 1 - billet head shell 1 - dome 1 - .020" copper head gasket 4 - 5x20mm allen bolt 4 - 5mm flat washer 4 - 5mm lock washer 	<ul style="list-style-type: none"> 1 - coil spacer 1 - 4x25mm allen bolt (RC only) 1 - 4mm flat washer (RC only) 1 - 4mm lock washer (RC only) 1 - insulator gasket 1 - exhaust gasket 1 - base gasket 1 - NGK CR8HSA spark plug 	<p>Tools needed:</p> <ul style="list-style-type: none"> Phillips screwdriver 4mm allen wrench 3mm allen wrench in/lb torque wrench 5/8" wrench or socket Pliers .010" feeler gauge
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Attention - This is not an installation for beginners. The should be done by an experienced mechanic only. Improper installation can result in damaged parts!

	<p>Remove these stock components: fancover, exhaust, carburetor, intake manifold, coil, cylinder, and base gasket</p> <p>Wipe the cylinder mounting surface of the cases clean</p>
	<p>Clean the new cylinder thoroughly and apply a thin coat of oil to the cylinder wall.</p> <p>Install the new base gasket, we recommend using a gasket sealer such as Threebond 1211 on the case surface only. This allows for future removal of the cylinder without damaging the gasket.</p> <p>Install the new cylinder and tighten the base bolts.</p>

(continued)

	<p>Install the copper head gasket into the dome, then install the dome into the head shell.</p> <p>Note: the copper head gasket is reusable and does not need to be replaced unless damaged. It can also be easily straightened when bent.</p> <p>The kit is supplied with a .020" head gasket, this puts the assembled squish (piston to dome) clearance at .017-.022". We also have .015" and .025" copper head gaskets available for an additional cost.</p>
	<p>Place the head and dome assembly onto the top of the cylinder. The flat side should face the flywheel. Be careful as the dome may fall out of the head shell when holding upside down.</p> <p>Use the 4 5x20mm allen bolts and place a 5mm lock washer and the a 5mm flat washer onto each bolt.</p> <p>Install all 4 bolt assemblies loosely.</p> <p>Snug all 4 head bolts down in a criss-cross pattern, but still allow the head to move back and forth. Do not tighten at this time!</p>
	<p>Rotate the flywheel so the magnets face up and will align with the coil when installed.</p> <p>Install the coil using the stock black plastic spacer on the bottom and the stock spacer and the supplied aluminum spacer on the top. The aluminum spacer should be installed against the head shell. On the RC use the supplied 4x25mm allen bolt and washers on the top mount.</p> <p>Snug coil mount bolts, but still allow the coil to move up and down. Do not tighten at this time!</p>
	<p>Torque the head bolts in a criss-cross pattern to 30 in/lbs(3.4 n/m), then to 45 in/lbs(5 n/m). Make sure to tighten all bolts evenly and do not over tighten.</p> <p>Over tightening and/or tightening the head down crooked can cause the billet ring on the cylinder to crack.</p> <p>Use the .010" feeler guage to space the coil from the flywheel. Tighten to coil mounting bolts.</p> <p>Using the flywheel, rotate the engine a few times to make sure everything operates smoothly. If it does not turn smoothly, you will need to inspect everything carefully to find the problem.</p>
	<p>Install the spark plug and tighten.</p> <p>Install all other components.</p> <p>Re-check installation and torque all bolts after initial 15 minutes of running time. Periodical maintenance is also required. This is a performance item and it must be maintained.</p>