

CHAPTER 3. ENGINE

Procedures for the disassembly of the MX Series and SC500 are basically the same as those for the ENDURO Series, and therefore, reference is not made to disassembly.

They are built to run across a variety of rough terrain and must be maintained at best running condition through-out a race. With this in mind, the description is clip but limited to what is specially needed to check and service the MX Series and SC500.

3-1 CYLINDER HEAD

1) Combustion chamber volume

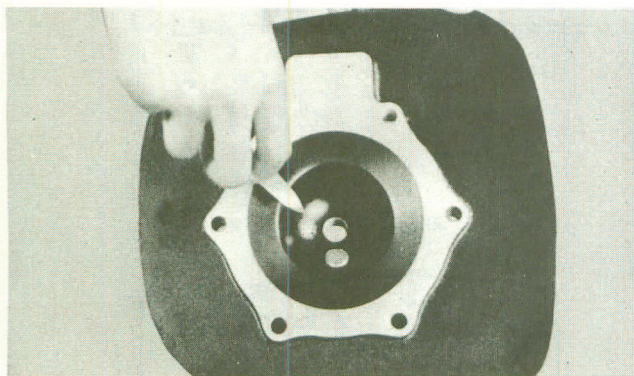
LTMX	ATMX	MX250	MX360	SC500
9.4 ± 0.2 CC	11.9 ± 0.2 CC	27 ± 0.5 CC	36.6 ± 0.5 CC	57.5 ± 0.5 CC

2) Removing Cylinder Head Carbon

If carbon accumulates in the cylinder head, the compression ratio increases to such an extent that detonation will occur. The result will be power loss. It is necessary, therefore, to periodically remove the carbon from the cylinder head.

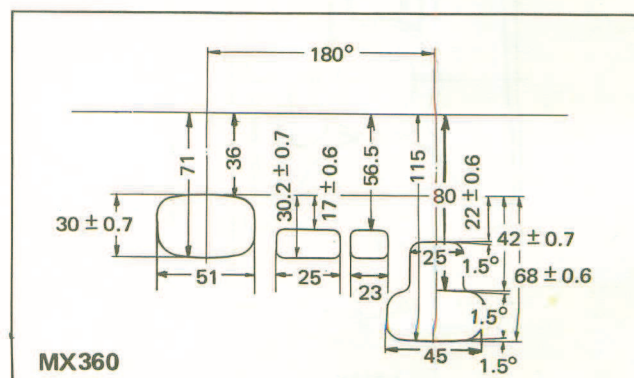
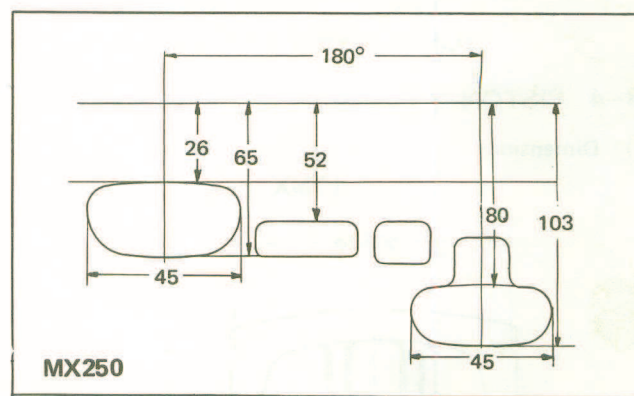
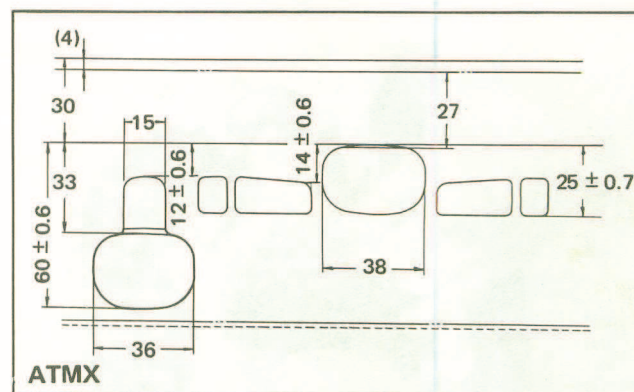
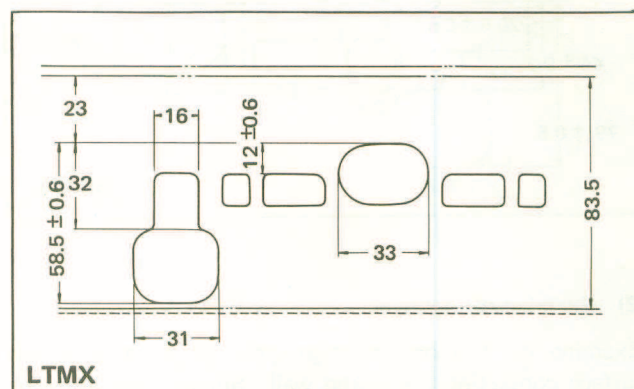
To remove the carbon, a saw blade may be used, but the serrated side should not be used. Exercise special care not to scratch the cylinder head.

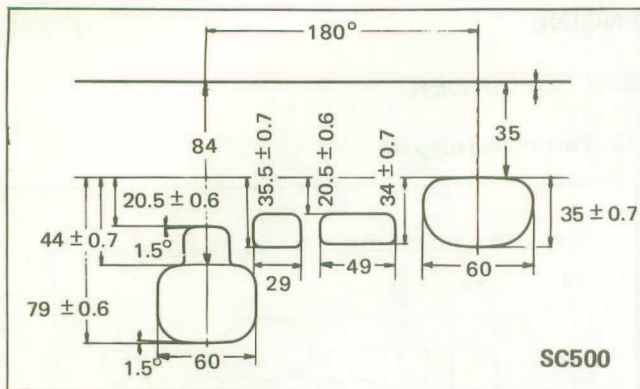
To remove the carbon from the piston head and exhaust port, follow the same as above.



3-2 CYLINDER

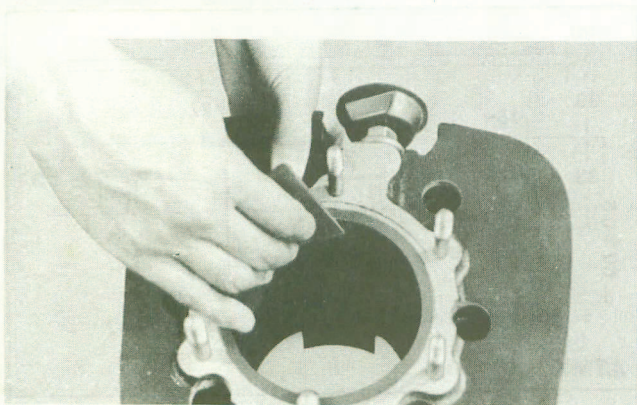
1) Port timing diagram





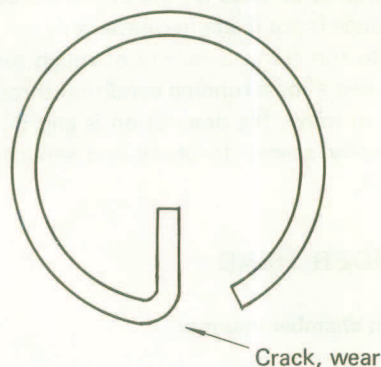
2) Examine the cylinder

Examine the cylinder for high spots (bright area) at the surface contacting the piston wall. Smooth out any high spot with #600 wet and dry sandpaper.



3-3 PISTON PIN CLIP

The piston pin clip is not ever lasting. It is found excessively wear or cracked, replace it with a new one.

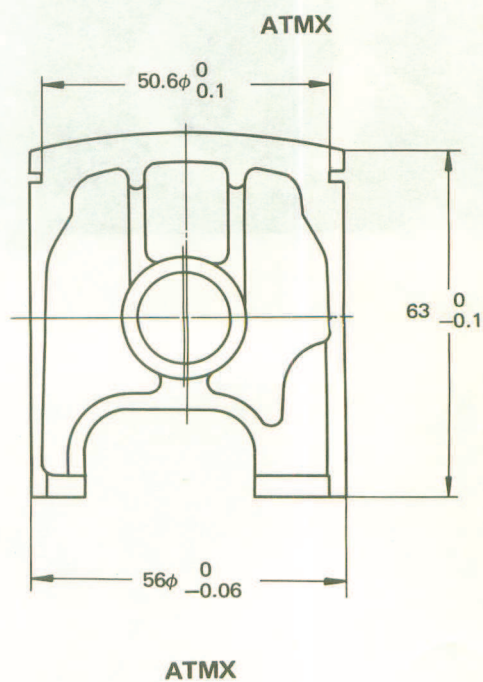
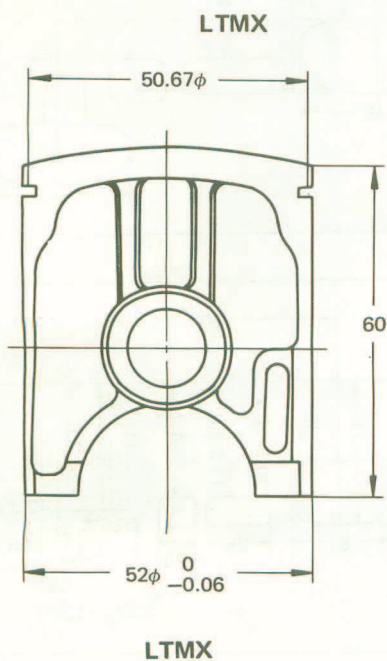


Crack, wear

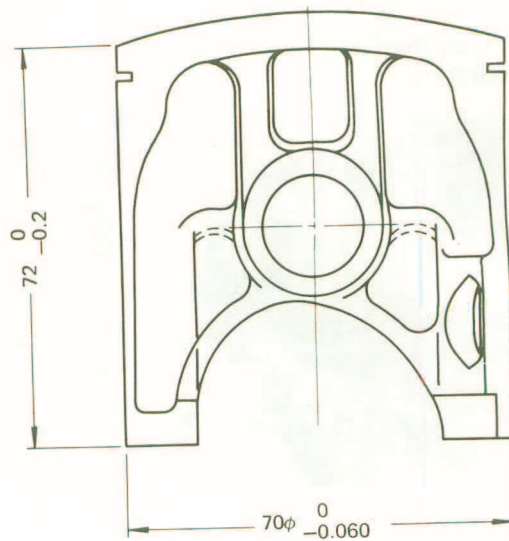
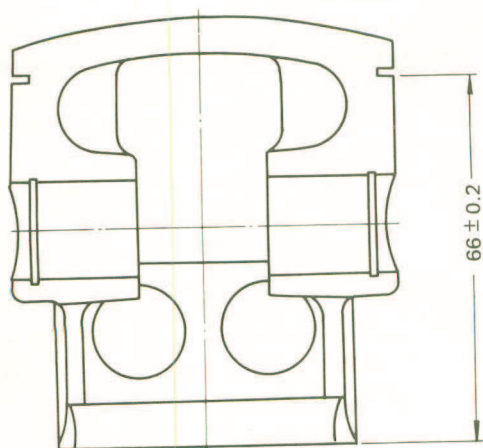


3-4 PISTON

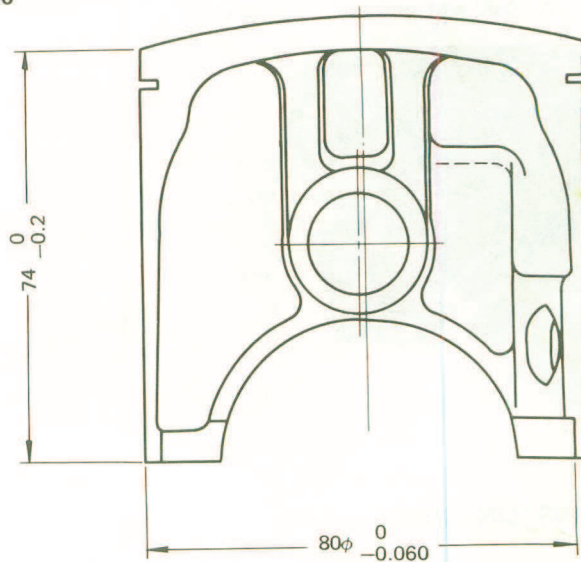
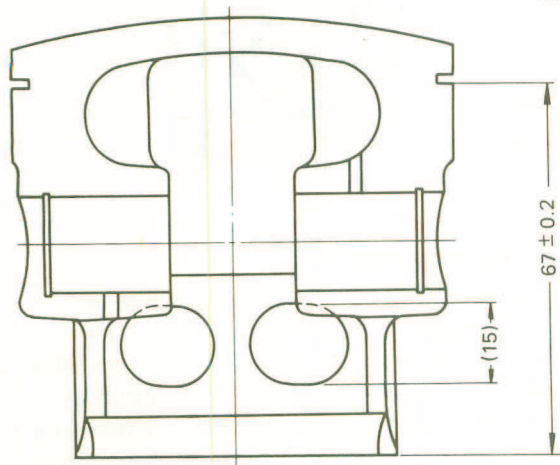
1) Dimensions



MX250



MX360



SC500

