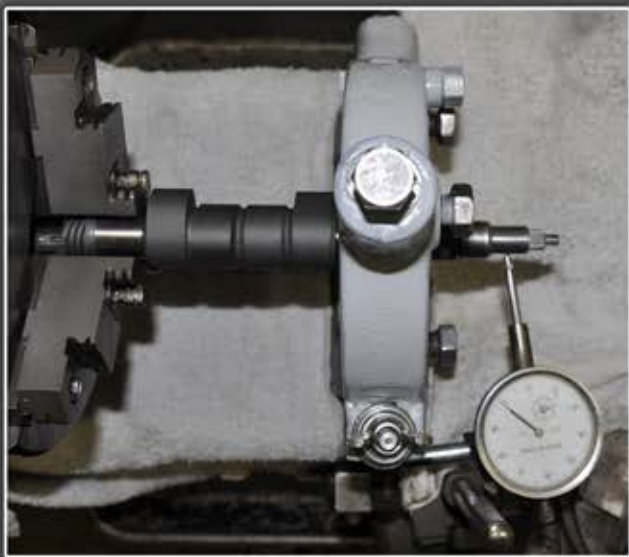


HONDA CX 500 TWIN DRIVE INSTALLATION



1. CLEAN THE END OF THE CAM AS WELL AS THE INSIDE OF THE IMPELLER SLEEVE. USE BRAKE CLEANER, LACQUER THINNER, OR ANY OTHER NON-RESIDUE CLEANER. THE IMPELLER SLEEVE MAY REQUIRE STEEL WOOL OR FINE SANDPAPER TO REMOVE RUST.
2. MOUNT THE CAM IN A LATHE OR USE V-BLOCKS. MAKE SURE THE END OF THE CAM IS RUNNING TRUE.
3. USING JB WELD MIXED 50/50, GENEROUSLY COAT THE INNER SURFACE OF THE IMPELLER SLEEVE.
4. INSTALL THE IMPELLER SLEEVE TO THE END OF THE CAMSHAFT. THE EPOXY MUST SQUEEZE OUT OF THE BLEED HOLE IN THE SLEEVE. CLEAN EXCESS EPOXY AFTER PRESSING IMPELLER INTO POSITION.
5. CHECK THE RUN-OUT OF THE IMPELLER SLEEVE AT SEAL CONTACT SURFACE WITH A DIAL INDICATOR. ROTATE THE IMPELLER ON THE END OF THE CAMSHAFT IF NEEDED TO REDUCE RUN-OUT. THIS MUST BE DONE BEFORE THE JB WELD CURES. (ALLOW AN ADDITIONAL 24 HOURS BEFORE INSTALLING IN THE ENGINE.)



CAUTION: DO NOT FILL THE COOLING SYSTEM UNTIL YOU ARE READY TO START THE ENGINE. THE CERAMIC SEAL WILL NOT SEAT UNTIL THE ENGINE BEGINS RUNNING.

IF THE ENGINE DOES NOT START, DRAIN ALL THE COOLANT FROM THE SYSTEM IMMEDIATELY, INCLUDING BLOCK DRAINS ON LOWER FRONT OF BOTH CYLINDERS, TO PREVENT COOLANT CONTAMINATION OF ENGINE OIL.

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1815 MASSACHUSETTS AVENUE • RIVERSIDE • CA • 92507 • USA
951.369.5144 • FAX 951.369.7266 • WEBCAMSHAFTS.COM