

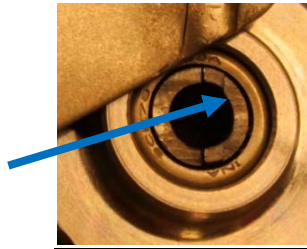
Cam Chain Tensioner Rollers for CB/CL/SL Motorcycles

For Removal of Worn out Upper Roller Wheel

The rivet holding the upper roller wheel into the steel housing must be drilled out. This is accomplished by drilling out the flange head of the rivet using a .272in diameter drill bit (Anything a bit smaller works as well such as a .262in drill, but do not go larger than .275in or you may damage the steel housing). Once the rivet head is drilled out, you can use a punch to knock out the rivet.

Parts You Must Re-Use From Factory Components

The following are not supplied and must be re-used:



Factory Upper Roller Bushing with Two Keying Features (If Excessively Worn, Replace)



Factory Lower Roller Axle (If Excessively Worn, Replace)

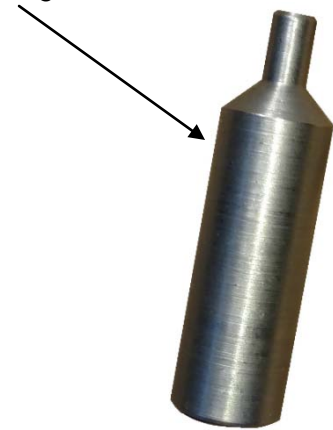
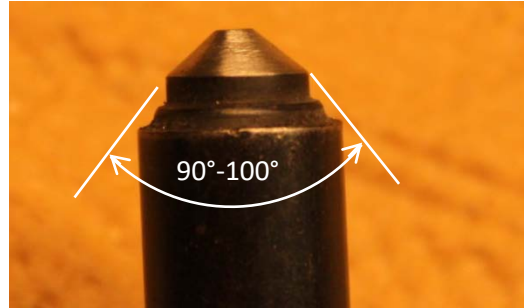
The following part is no longer required in the assembly:



Factory Lower Roller Bushing with One Keying Feature

For Assembly of New Roller Sprocket and Roller Wheel

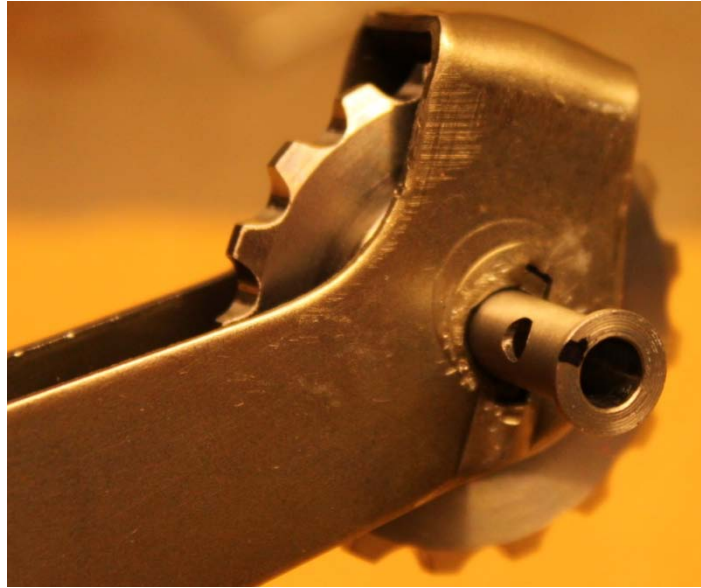
Begin by grinding a 90°-100° included angle tip on the end of a piece of steel to be used as a riveting tool. The diameter of the tool should be at least .38in to ensure proper rivet deformation. Alternatively, you can use the custom designed rivet driving tool available for sale.



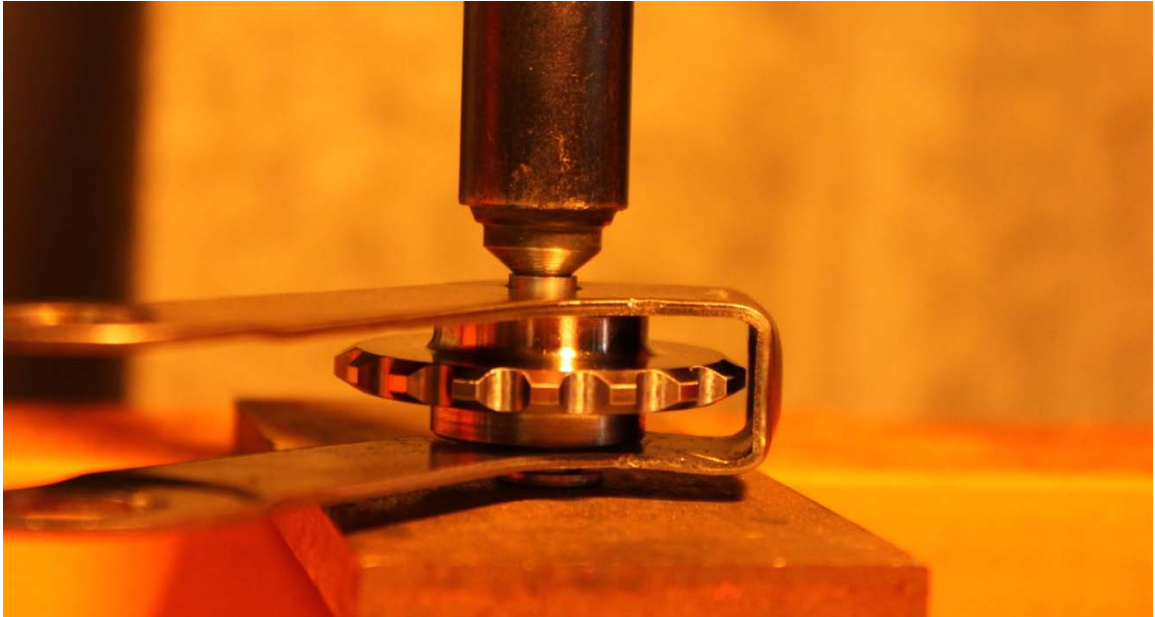
Install the factory upper roller bushing into the needle bearing of the roller sprocket and slide into keying location as shown.



Install the supplied rivet in the oriented shown, such that the oil supply hole is aligned with the oil hole in the bushing. Rivet is designed to be installed from the keying side of the bushing. Mark the flanged portion of the rivet to indicate the location of the hole so when it is inserted into the bore, the orientation of the oil hole is still known. The hole should align perpendicular to the vertical opposing keying features in the bushing.



While maintaining the orientation of the rivet shown above, move the assembly to a hydraulic press, and use the tool that was ground at the beginning of the instructions to gently deform the rivet as shown. Be sure to only support the rivet head while applying force, and not press against the stamped steel housing, which will cause improper rivet engagement, and damage to both the rivet and housing. Before and after shown below:



After successful installation of the riveted roller sprocket, install the lower roller wheel and the factory lower roller wheel axle.



Before final installation into the engine, apply lubricating engine oil to both upper and lower needle bearings. Assembly is now complete.