



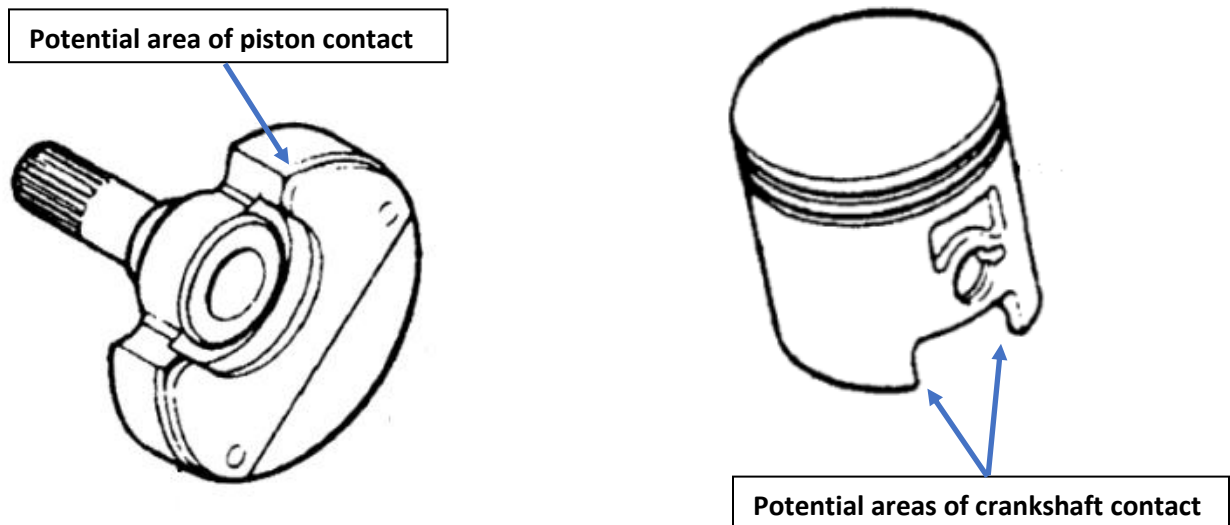
NOTE: Piston to crankshaft clearance can be very close depending on the crankshaft geometry. These instructions are important to follow so that the opportunity for piston to crankshaft interference is reduced or eliminated

The OEM crankshaft for 1981-1983 Honda CR125R is a “porkchop” design, with flywheel stuffer plates affixed to the flywheel body. These stuffer plates can vary in thickness and geometry and can occasionally protrude past the flywheel body. Due to this protrusion, it is possible for the piston skirt to lightly contact these flywheel sections. The 1984 Honda CR125R crankshaft is a full round flywheel design and is less likely to contact the piston skirt.

It is important to make certain that the piston, when located near bottom dead center of the piston stroke, has adequate clearance to the crankshaft and stuffer plates.

To check for clearance, loosely assemble your piston without piston rings onto the connecting rod and install the cylinder. Slowly rotate the crankshaft until the piston is at bottom dead center in the stroke. If the piston contacts the crankshaft, the crankshaft will leave a visible mark on the piston bottom.

Using a small flat file, gently remove material from the piston skirt to provide clearance to the crankshaft flywheel. Reinstall the piston to verify clearance to the flywheel. Finish the filed area with 320 and then 400 grit sandpaper, and then thoroughly clean the piston with solvent and compressed air.



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