



Cylinder Break In

Installation Instructions

Your cylinder has been sized to extract its maximum potential. Because it has been fitted with close tolerances, a very important break in procedure is required. This is critical to increase performance without sacrificing reliability. Follow these guidelines closely and use the checklist to ensure that break in is completed in full.

- 1) After receiving your cylinder from L.A. Sleeve, inspect it for any freight damage. If there are any questions, contact L.A. Sleeve immediately.
- 2) Wash your cylinder and piston with dish soap and hot water. Scrub the cylinder bore with a towel until the towel remains clean. Dry the parts immediately and spray the cylinder bore with a liberal amount of WD-40. Use a dry towel to spread the oil evenly throughout the cylinder.
- 3) L.A. Sleeve recommends that you install new reeds and a new wrist pin bearing at this time. Do not leave anything to chance. If a part is possibly worn out then replace it.
- 4) Put a couple of drops of 2-stroke oil on the wrist pin and pin bearing and install the piston. The arrow on the piston crown faces the exhaust port (except the LT-80). If there is no arrow, the ring locating pins will face the intake port. Double check that the circlips are firmly seated in their grooves. Install the piston rings with the numbers up. The numbers are located at the ring end gap. Be sure the ring end gaps are aligned with their respective anti-rotation pins. If installing a tapered ring into ring groove, the flat side faces down.
- 5) Assemble the cylinder with new gaskets; do not use any type of gasket sealer. Do not put any more oil on the piston or cylinder. The WD-40 left in the bore is enough lubricant. Compress the rings with one hand as you slide the cylinder down onto the piston. Look through the intake window to check the alignment of the ring end gaps over the pins. Adjust the rings with a small screwdriver as necessary. If the ring end gaps are not centered over the pins, you may break the rings if you force the cylinder down. Take your time. Torque the base nuts to the factory specs, install the head, and torque the nuts to the factory specs.
- 6) Install the intake and exhaust systems with new gaskets. We suggest using orange high temp silicone on the exhaust flange. Install the water hoses and fill the cooling system with glycol based coolant mixed 50/50 with distilled water.
- 7) Install a factory recommended spark plug.
- 8) Richen the jetting in the carburetor, up two sizes on the main jet and one clip position on the needle. L.A Sleeve recommends using **ELF** 2-stroke engine oil at 32:1 for break in. After break in procedure is complete, you run may **ELF** oil at 40:1.

Doc1 12/29/1999