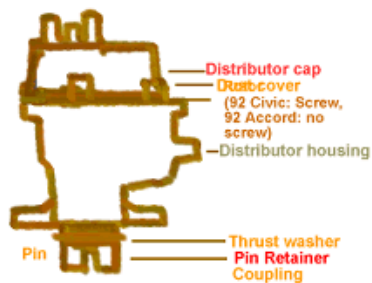




Bearing Replacement Third Generation Honda

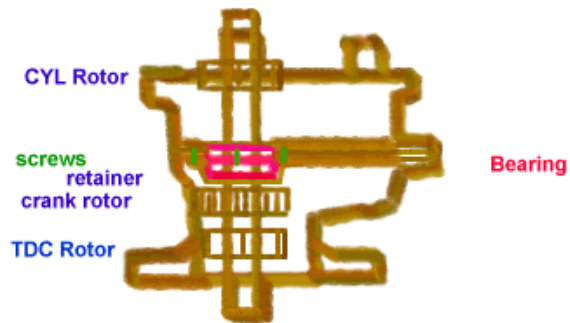
[_ Removal](#) [_ Installation](#) [_ Removal option2](#) [_ Technical Details](#)

This instruction differs from the first removal option by the detailed instructions and using different approaches usually due to rusts or etc.



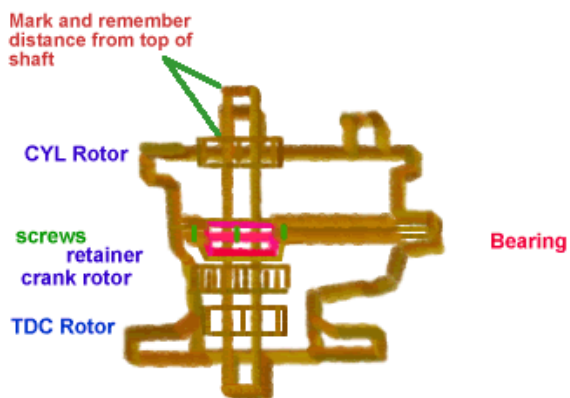
Top: How to remove the covers and various parts from the distributor housings is shown above in gif animation. **CAUTION:** Do not tap on the rotor to remove it, instead use large flat head screw drivers. If it doesn't come off then crush it with a vise grip. Do not work with the ignition system with ignition ON.

Distributor housing: Disassembly



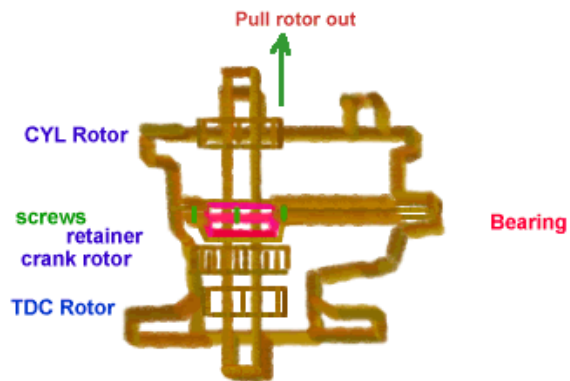
Working environment: Find a suitable wooden and hard surface working bench for various exercises. Always protect ears from sharp sound when using a hammer. **Before working** on the shaft, remove the ignitor and coil first. **Do not remove the sensors.** Aligning the sensors may be extra work you don't need.

Step 1: Removing CYL Rotor



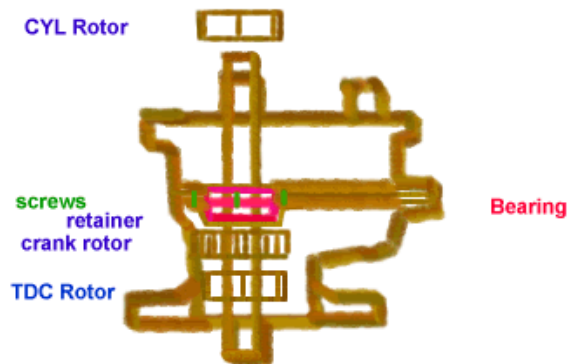
Note: Measuring the distance apart from the tip of the shaft and the rotor with a mm ruler will ensure a correct alignment with the sensor during reassembly.

Step 1: Removing CYL Rotor



This rotor easily comes out by pulling with your fingers or a puller. If you find that it is difficult to pull the CYL Rotor out from the shaft, you can do this part after the removal of the bearing retainer screw. At this point a hammer can drive the shaft out while something holds the rotor. I did this several times with two flat iron bars position parallel on a brick.

Step 1: Removing CYL Rotor



Take note of the direction of the TDC rotor pointing position. Use any means possible to carve a mark into the shaft and rotor. Again, no tapping.

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