Instructions for installing your MCCT

There are basically two methods of installing your MCCT. One...the easy and fast way according to our beloved (Burned) Eddie. And the slower and more accurate way (the one that I used) which is a little more involved, but allows you to see the tension you have on your chain before removing the auto tensioner.

What you have to remove to get to the tensioner will vary slightly depending on your exhaust, but basically you should just have to remove the black oil reservoir behind the tensioner. Start by removing the 6mm bolt and disconnect the appropriate oil hoses. Push this towards the inside out of the way.

1. Follow what I just said above about the oil reservoir, and then remove the auto tensioner. I can't STRESS enough how important it is to not accidentally hit your starter button once you have the auto tensioner removed. So I highly recommend you disconnect your battery or put some tape over the start button to PREVENT this from happening.

This is Burned's method from here down through #9.

2. Back the lock nut and small "O" ring way off. You can leave the "O" ring in place in my opinion, it will just cause a little drag on the adjuster screw

3.Turn the adjuster screw in till you feel it contact the chain slider.

4. Start the motor.

5. Slowly turn the adjuster screw out (not in) until you hear the chain rattle. You will also feel the vibration in the adjuster screw.

6. Turn the adjuster screw back in (not out) until the rattle just goes away.

7. Tighten down the lock nut (being careful to hold the adjuster nut in position).

8. That's it..." Go pull big wheelies !! " (that's a direct quote from him)...LOL...

9. One important note here. Make sure jam nut is fully seated against the aluminum body. The "O" ring will need to be fully COMPRESSED to lock down.

Note: I will just add one thing here that you should do before you lock down the jam nut. Some people have reported that their APE tensioner has leaked past the threads. The small "O" ring actually has no way of sealing the root of the thread (only the contact surface) therefore to prevent any oil from creeping up the thread I recommend putting some BLUE locktite under the jam nut threads before locking it down. This will help seal the threads and also give you EXTRA security to lock the jam nut. In the first MCCT I made for my bike (and it's still in there) I did not use an "O" ring. It only jams up against the aluminum body, but I used blue locktite to seal the threads, and it DOES NOT LEAK!!.

The next method is more involved but guarantees better results. If you are due for a valve adjustment or are installing a Hotcam at the same time (such as in my case) this is quite simple. By all means don't feel compelled to follow this method. Burned's method is quite acceptable, but it leaves room for error (meaning too tight or too loose).

CAUTION use common sense when using this method regarding dirt in your motor....you know what I mean!!

1. First you will have to remove your seat and gas tank to gain access to the cam cover.

2. Remove spark plug (easier to turn motor over)

3. Remove crank bolt access cover and sight plug (left side of motor)

4. Remove cam cover, being careful not to damage the rubber gasket as it can be re-used

5. Turn motor over CCW direction and stop at TDC on the compression stroke(look at sight plug hole to line

up the TDC mark).How do you know it's on the comp stroke?? Look at your camshafts, they should be opposite each other facing the 2 o'clock position (intake) and the 10 o'clock position (exhaust). This ensures there is no pressure from the camshafts loading the chain more.

6. Now with the motor at TDC, look at the chain between the camshafts (you don't have to remove the top chain guide) and push down with your finger to get a visual of how tight the chain is WITH THE AUTO TENSIONER STILL IN PLACE . Turn the motor a couple of more times and stop at TDC again and check again. Once your comfortable with what you see, proceed to the next step.

7. Now remove the auto tensioner similar to the first method.

8. Install the manual tensioner

9. Adjust the manual one until you feel the same play on the chain between the camshafts as you did with the auto one.

10. Once your comfortable that you have the same tension as the auto one did, lock it down in the same way as the first method (recommend sealing threads again)

11. That's it!! now you know that you have the same tension that Suzuki intended with the auto one.(you will be surprised how tight the chain actually is) that is why the first method my not be close in tightness. BUT DON'T BLINDLY OVER TIGHTEN YOUR CHAIN WITH THE FIRST METHOD !!

12 .Now re-install everything you removed and use some gasket sealer (locktite or permatex) or even the Suzuki bond if you have some, only on the corners of the half moons on the gasket. This the only place the gasket can leak because it will pucker there when you bolt it down. The rest of the gasket does not require sealant.

13. If your bike has been broken in already, meaning a fair amount of miles ,the tensioner should not require adjustment for some time. If you do start to hear the chain making noises, 1/8 -1/4 turn should suffice. Just make a pen mark on the nut flats for guidance.

14. Follow step nine in the FIRST method about the jam nut !!!

Enjoy the piece of mind that the manual MCCT gives you that your motor won't suddenly grenade because of a bad auto tensioner.

Any questions? Don't hesitate to email or call me at the info below.

machinist@bellnet.ca 905-850-7915 9:00 am - 5:00 pm Eastern standard time

Thank you for your business...and look forward to serving you again !

regards....Machinist...(Rui)
PS: Here are the dimensions for the "O" rings should you ever need to replace them

Large 1 5/16 " OD	Small 9/16" OD
1 1/16 " ID	3/8 " ID
1/8" wide	3/32 " wide

If you ever need to replace the small one, you can stretch it over the nut without disassembling the MCCT

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