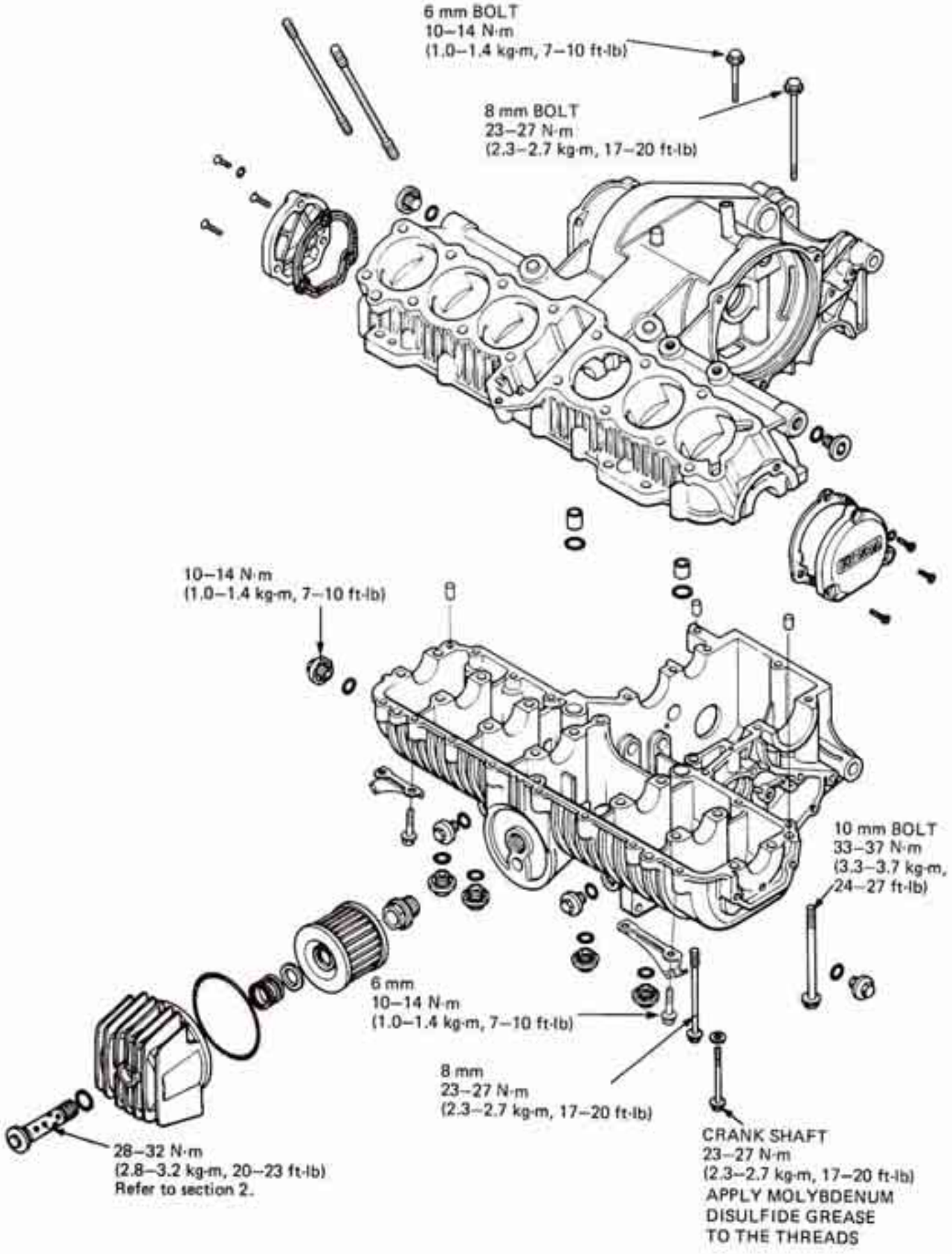


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SERVICE INFORMATION

GENERAL INSTRUCTIONS

- To repair the crankshaft, connecting rod, primary shaft and the transmission including the shift forks and drum, it is necessary to separate the crankcase halves.
- The following parts must be removed before disassembling the crankcase.

Item to be serviced	Items to be removed
Crankshaft and connecting rod	Cylinder head, cylinder, pistons and primary shaft assembly
Primary shaft	A.C. generator and lock nut (inside the clutch)
Transmission	Clutch, oil pump drive chain and gear shift linkage

TORQUE VALUES

8 mm bolt (crankshaft)	23–27 N·m (2.3–2.7 kg-m, 17–20 ft-lb) Apply molybdenum disulfide grease to the threads and underside of the bolt head.
8 mm bolt (crankcase)	23–27 N·m (2.3–2.7 kg-m, 17–20 ft-lb)
6 mm bolt	10–14 N·m (1.0–1.4 kg-m, 7–10 ft-lb)
10 mm bolt	33–37 N·m (3.3–3.7 kg-m, 24–27 ft-lb)
Oil pass cap	10–14 N·m (1.0–1.4 kg-m, 7–10 ft-lb)
Oil filter center bolt	28–32 N·m (2.8–3.2 kg-m, 20–23 ft-lb)

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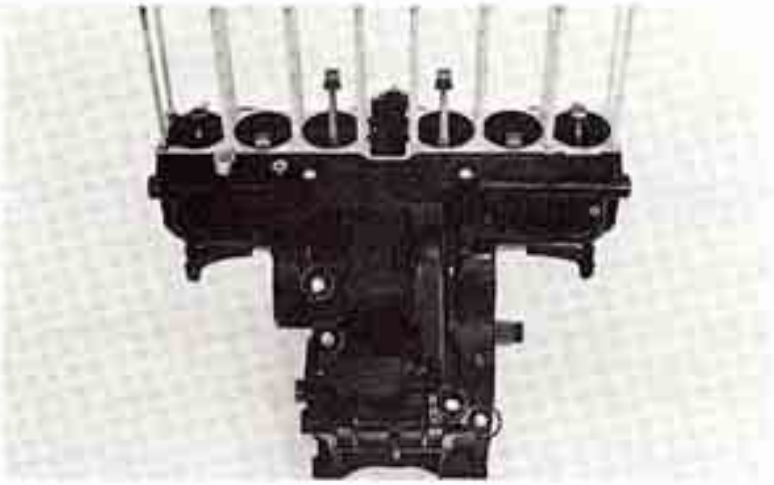
CRANKCASE DISASSEMBLY

Remove the cylinder head, cylinder, pistons and oil filter (Sections 6 and 7).

Remove the clutch, clutch related parts, A. C. generator, gear shift linkage and starter motor (Sections 8, 9, 16 and 18).

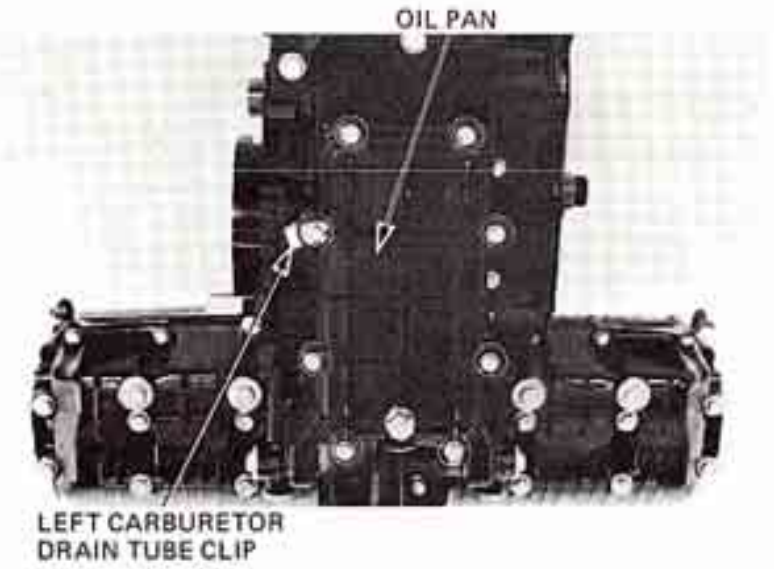
NOTE

The crankcase can be separated without removing the clutch, clutch related parts, A. C. generator, gearshift mechanism and starting motor.
However, removal of those parts is recommended because the transmission gears may be dropped when separating the crankcase if they are not removed.



Remove the upper crankcase bolts.

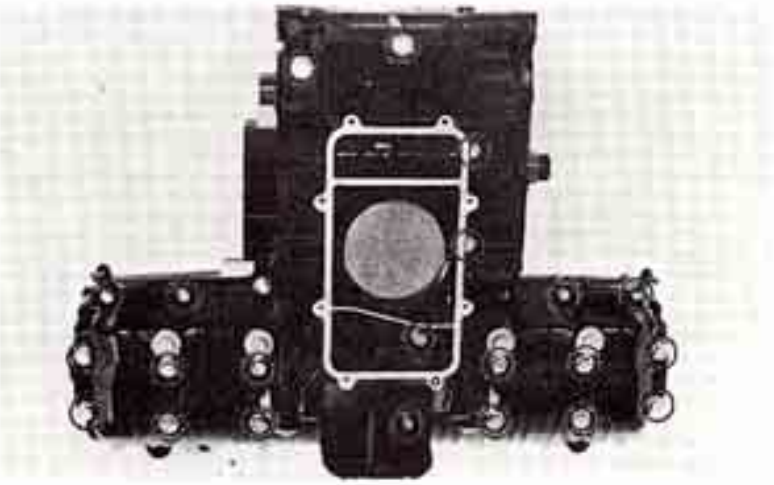
Turn the engine upside down.
Remove the oil pan.



Remove the lower crankcase bolts.

NOTE

Remove the bolts in two or more steps and in a crisscross pattern to prevent warpage.

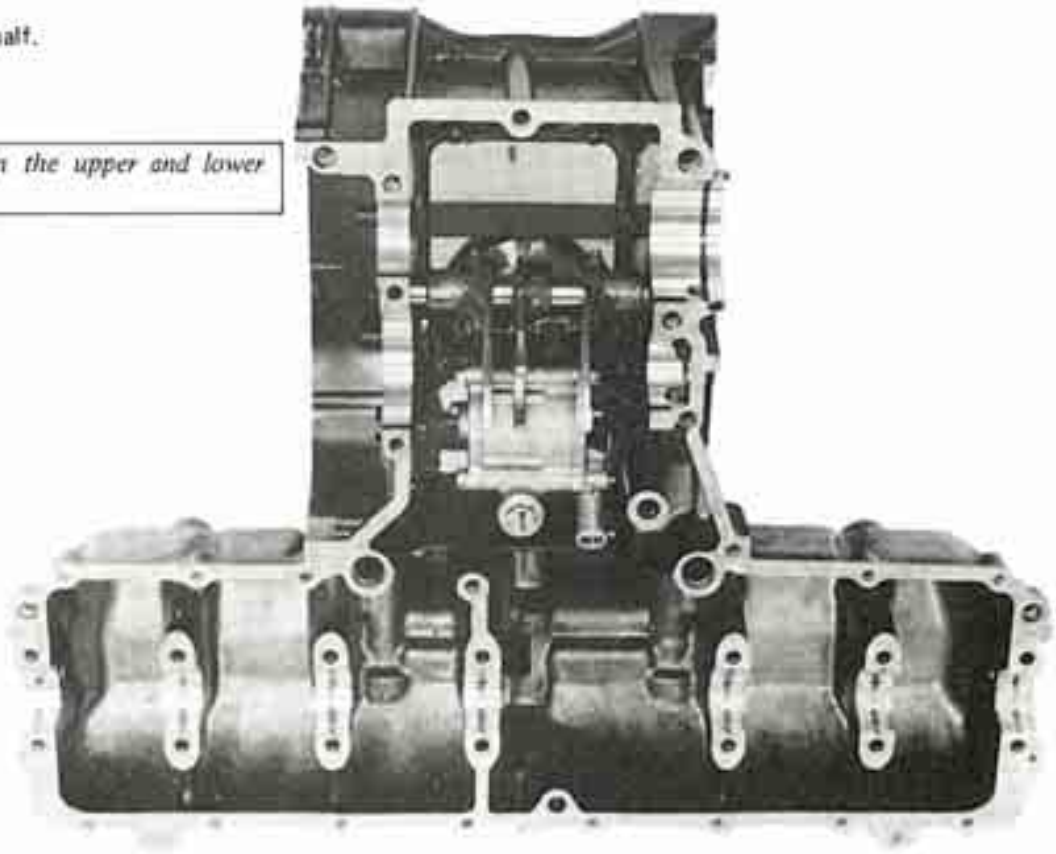


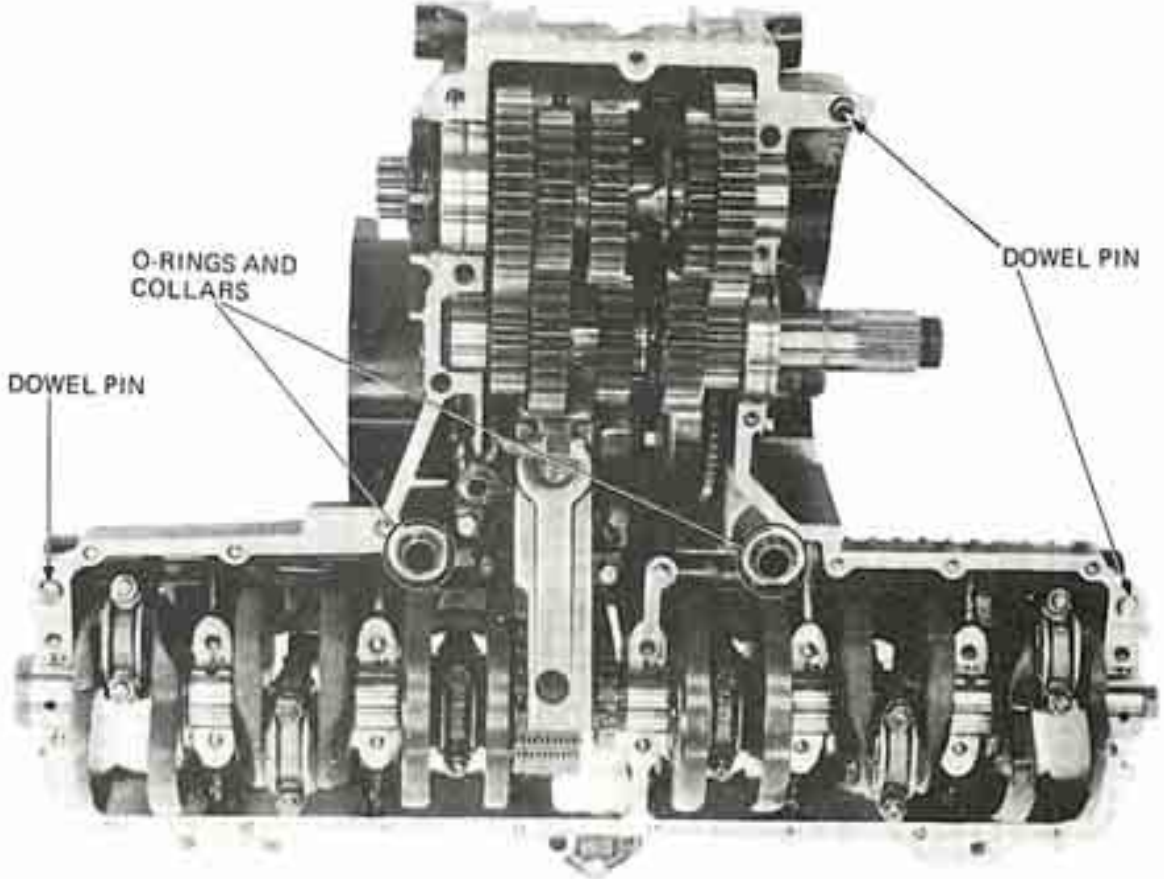
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Separate the lower case half.

CAUTION:

Do not pry between the upper and lower cases.

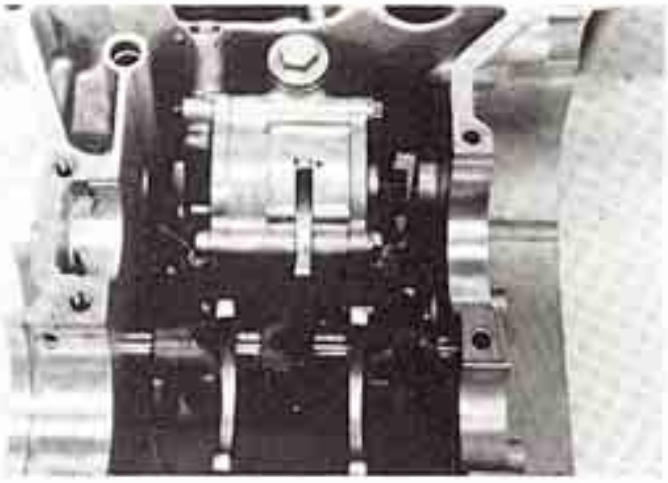




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CRANKCASE ASSEMBLY

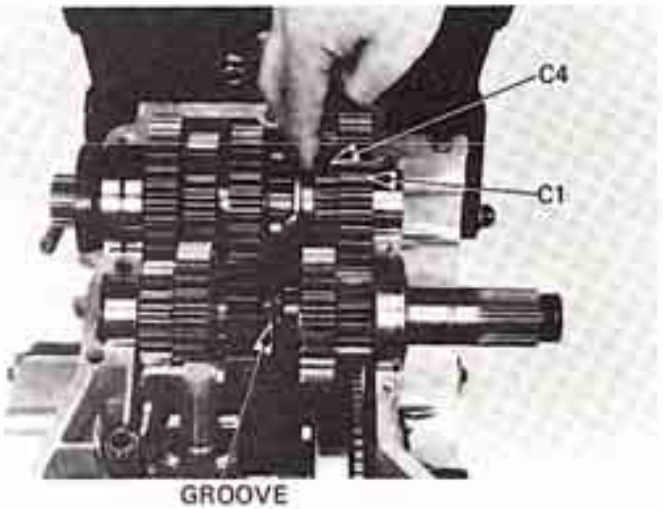
If the gearshift linkage, shift fork and shift drum are installed in the lower crankcase, shift the gearshift linkage into 1st gear for easier assembly.



Slide the C4 gear into the C1 gear.
Make sure that the other gears are not engaged.

Apply molybdenum disulfide grease to the groove of the M3 gear.

Apply molybdenum disulfide grease to the crankshaft main bearings.

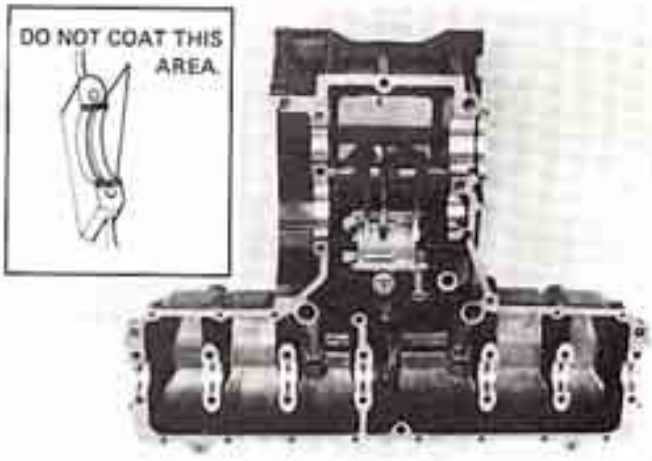


GROOVE

Clean the crankcase mating surfaces.
Apply liquid sealant to the mating surface of the lower crankcase.

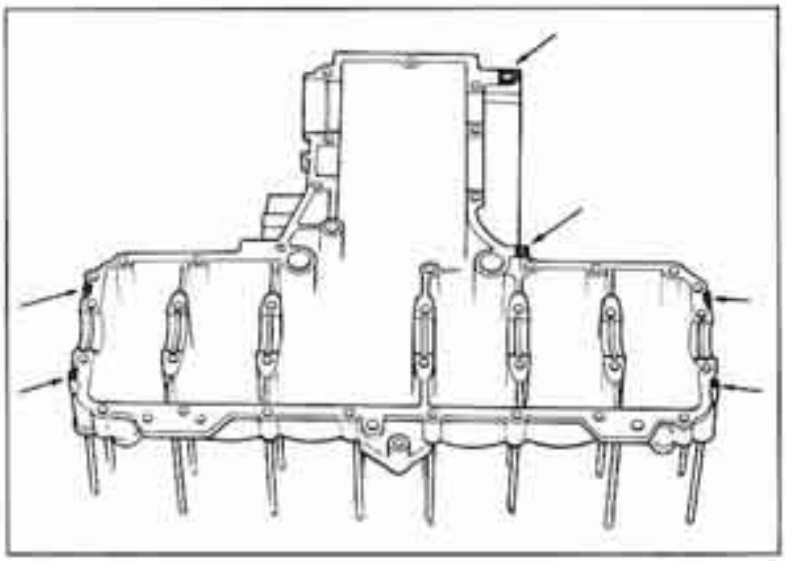
CAUTION

Do not apply sealant to the portion near the main bearing.



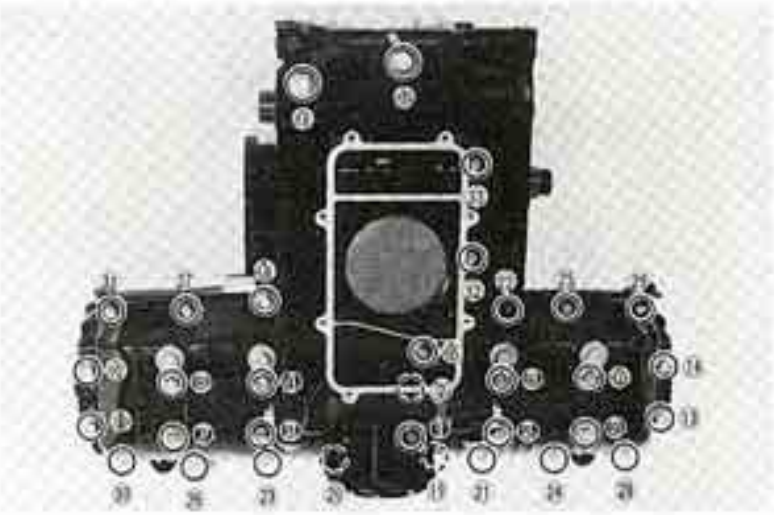
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For the upper crankcase, apply sealant only where shown.



Assemble the crankcase halves, aligning the shift fork claws with the gears.
Tighten the bolts to the specified torques in the sequence shown.

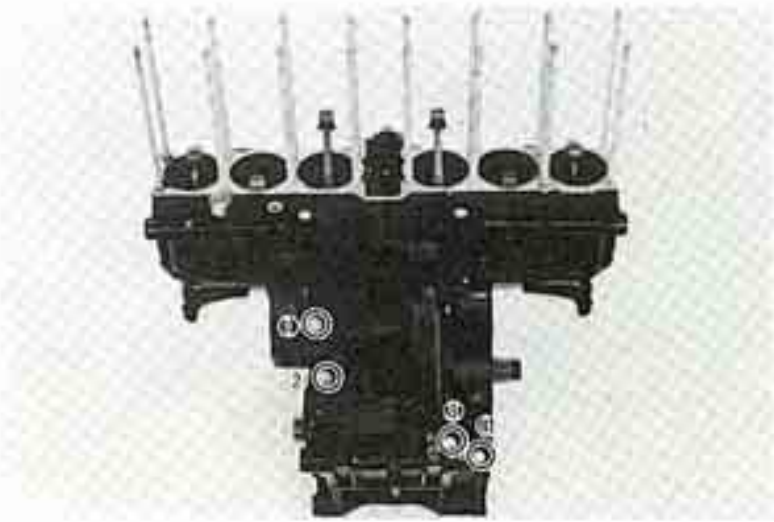
TORQUE SPECIFICATIONS:
8 mm bolt (Crankshaft)
23–27N·m (2.3–2.7 kg-m, 17–20 ft-lb
8 mm bolt (Crankcase)
23–27N·m (2.3–2.7 kg-m, 17–20 ft-lb)
6 mm bolt
10–14N·m (1.0–1.4 kg-m, 7–10 ft-lb)
10 mm bolt
33–37N·m (3.3–3.7 kg-m, 24–27 ft-lb)



NOTE

- Make sure that the plain washers are under the crakshaft bearing bolts.
- Apply molybdenum disulfide grease to the threads and heads of the fourteen crankshaft holding bolts.

Tighten the upper crankcase bolts to the specified torque, proceeding front to rear.



NOTE

If the oil path cap is removed, apply molybdenum disulfide grease to the threads when reinstalling.

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