

Fig. 3.107 Measuring the crankcase flatness with a thickness gauge

- ① Crankcase
- ② Thickness gauge

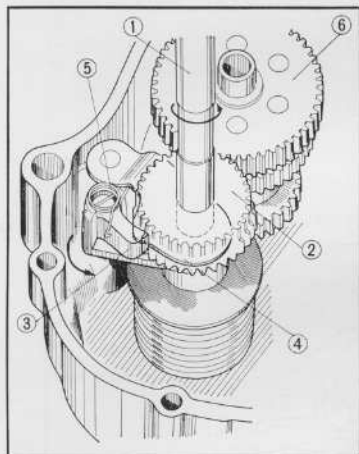


Fig. 3.108 Kick starter mechanism

- ① Kick starter spindle
- ② Kick starter pinion
- ③ Kick starter ratchet flange
- ④ Kick starter guide
- ⑤ Kick starter pawl spring
- ⑥ Counter shaft low gear

produced by the heat of the crankcase. For this reason, the decompression of the oil leaks at the case parting area is increased.

The breather is designed and incorporated in the case to exhaust the gases to the outside and also to maintain a constant pressure within the crankcase. (Fig. 3.106)

B. Disassembly

1. Remove cylinder head, refer to section 3.5 B
2. Remove cylinder, refer to section 3.6 B.
3. Remove clutch assembly as a unit, refer to section 3.8 B.
4. Remove gear shift spindle, refer to section 3.10 B.
5. Separate the right crankcase from the left, refer to section 3.11 B.
6. Remove the main shaft and counter shaft, refer to section 3.12 B.

The gear shift fork assembly and the kick starter can be removed. The crankshaft can be removed as a unit for disassembly.

7. The right crankcase will have the oil strainer and the left crankcase will have the cam chain tensioner and ignition coil mounted. The oil filter screen can be removed from the right crankcase.

C. Inspection

1. Check for damages especially around the machined mating surfaces since even a small defect will cause oil leaks.

The mating surfaces should be flat to within 0.05 mm (0.002 in)

Measure with a thickness gauge. (Fig. 3.107)

D. Reassembly

1. Assemble in the reverse order of section 3.13 B.