3-6 CRANKSHAFT AND CONNECTING ROD

a. Description

The forged single unit crankshaft is supported on five main plain bearings.

The large end of the connecting rod is split type with plain bearings and the small end has no busing.

The main bearing and connecting rod large end bearings are made of tin alloy.

b. Disassembly

1. Remove the cylinder head, cylinder and cam chain tensioner in accordance with 3-3 b, page 32~35.
2. Remove the dynamo cover.
3. Unscrew the AC generator mounting bolt and remove the AC generator rotor using the rotor puller (Tool No. 07933-3000000). **(Fig. 3-68)**
4. Remove the starting motor reduction gear and the starting clutch gear. **(Fig. 3-69)**

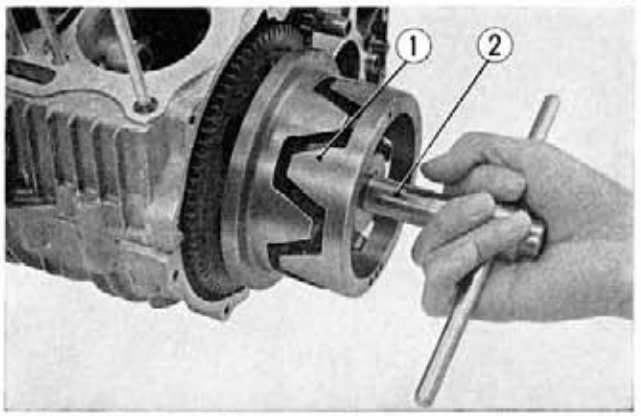

Fig. 3-68 ① A.C. generator rotor
② Rotor puller

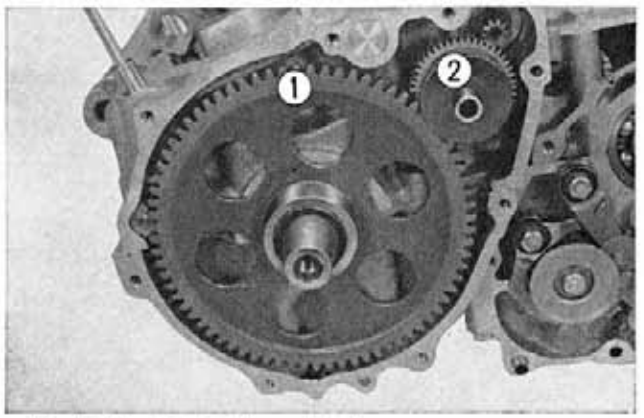

Fig. 3-69 ① Starting clutch gear
② Starting motor reduction gear

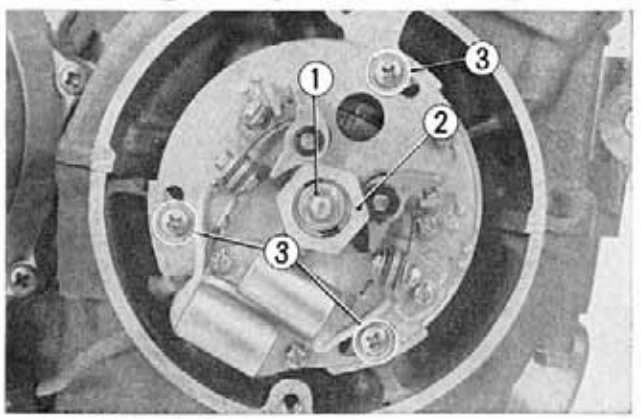

Fig. 3-71 ① 6 mm hex. nut
② Advancer shaft special washer
③ Breaker assembly mounting screws

5. Remove the gear shift arm, gear shift side plate, gear shift drum stopper and the gear shift positive stopper. **(Fig. 3-70)**
6. Remove the point cover and unscrew the 6 mm hex nut and remove the advancer shaft special washer. **(Fig. 3-71)**
7. Unscrew the three contact breaker assembly mounting screws and remove the contact breaker **(Fig. 3-71)**.
8. Remove the spark advancer.
9. Remove the spark advancer shaft.
10. Remove the clutch in accordance with section 4-2 a on page 59.
11. Remove the counter shaft bearing holder. **(Fig. 3-72)**

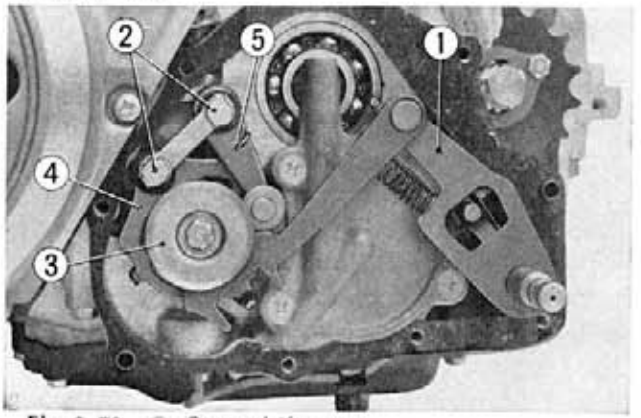

Fig. 3-70 ① Gear shift arm
② 6 mm bolts
③ Gear shift side plate
④ Gear shift positive stopper
⑤ Shift drum stopper

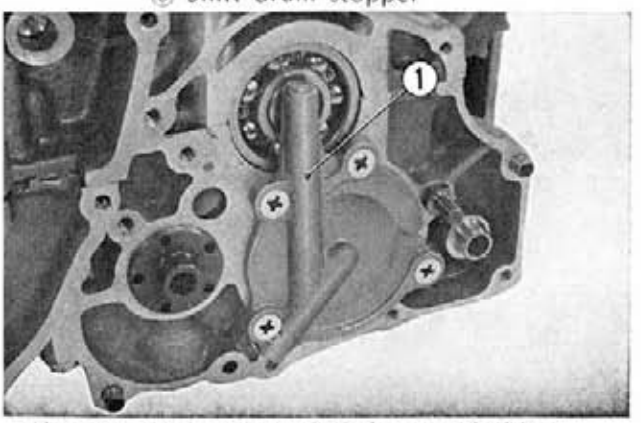

Fig. 3-72 ① Counter shaft bearing holder