

12. Loosen the upper crankcase mounting bolts. (Fig. 3-73)
13. Unscrew the lower crankcase mounting bolts and separate the lower crankcase from the upper crankcase. (Fig. 3-74)
14. Raise the transmission mainshaft and remove the primary sprocket and then remove the primary chain from the primary sprocket. (Fig. 3-75)
15. Remove the crankshaft from the upper crankcase. (Fig. 3-76)
16. Unscrew the connecting rod cap mounting bolts and remove the bearing cap from the large end, and then remove the connecting rod from the crankshaft. (Fig. 3-77)

c. Inspection

1. Measuring the bend of the crankshaft.

Support both ends of the crankshaft on V blocks and check the run-out at the center journal by rotating the crankshaft and taking a reading with a dial gauge. The amount of run-out is $1/2$ of the true indicated reading (TIR) on the dial gauge. If the run-out is greater than 0.002 in. (0.05 mm), the crankshaft should be straightened with a press. (Fig. 3-78)

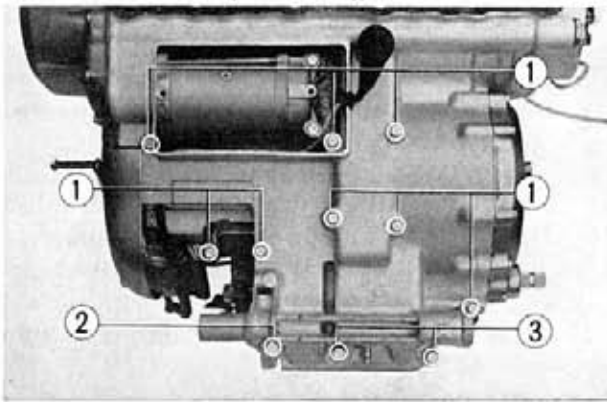


Fig. 3-73 ① 6mm bolts ③ 8mm bolts
② 10mm bolt

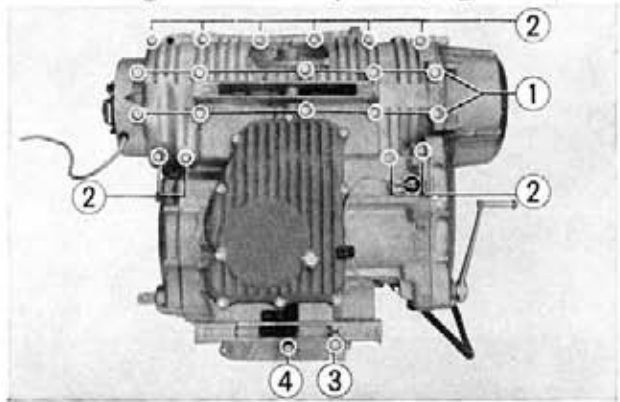


Fig. 3-74 ① 8mm bolts ③ 10mm nut
② 6mm bolts ④ 8mm nut

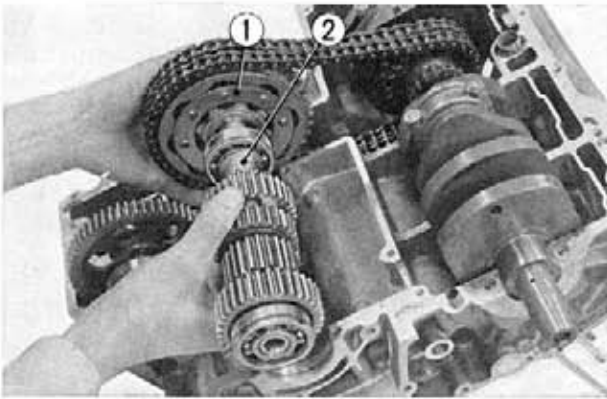


Fig. 3-75 ① Primary sprocket
② Transmission mainshaft

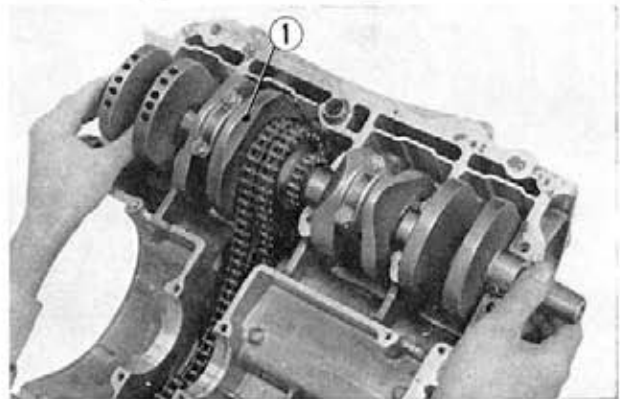


Fig. 3-76 ① Crankshaft

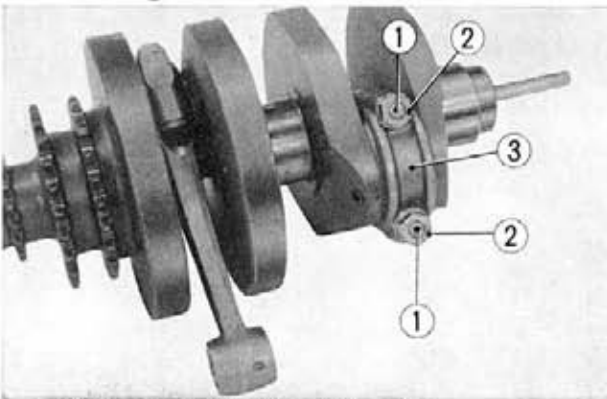


Fig. 3-77 ① Connecting rod bolts
② Connecting rod nuts
③ Connecting rod

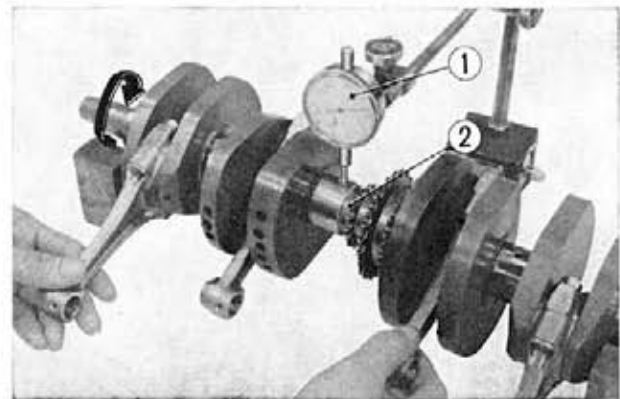


Fig. 3-78 ① Dial gauge
② Crankshaft