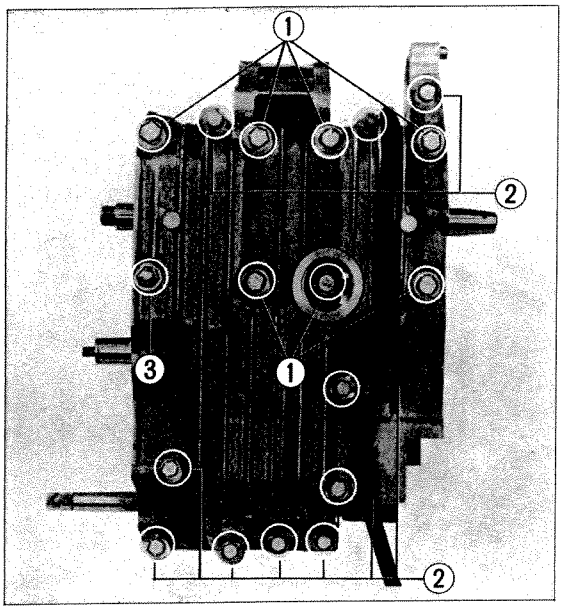


① 8 mm bolt ② 6 mm bolt ③ 8 mm cap nut
Fig. 9–16. Removing lower crankcase

2. CRANKCASE

A. Disassembly

1. Remove the cylinder head and cylinder in accordance with 9.1 on page 164.
2. Remove the L. crankcase cover, A.C. generator, and starting sprocket in accordance with section 3.3 on page 32~33.
3. Remove the R. crankcase cover, clutch, oil pump in accordance with section 3.4 on page 34~36.
4. Remove the gear shift spindle and kick starter spring.
5. Loosen the crankcase setting nut and bolts and separate the lower crankcase.

(Note)

Crankcase tightening bolt is installed under the oil drain plug, therefore, do not forget to remove the bolt. **(Fig. 9–16)**

B. Inspection

Refer to section 3.6 C on page 41.

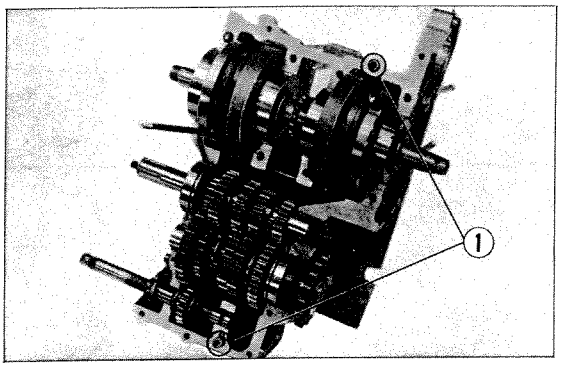
C. Reassembly

Assemble the crankcase in the reverse order of disassembly with attention paid to the following point.

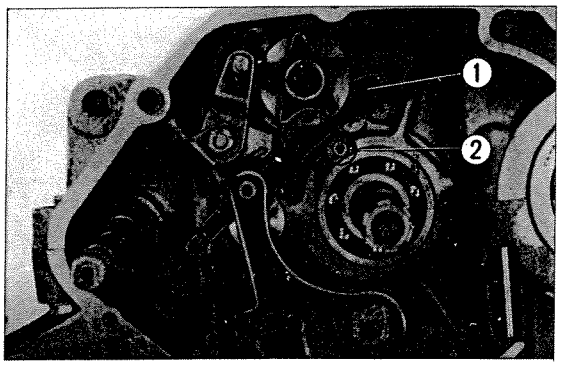
Clean the crankcase and inspect the mating surfaces of the crankcase for sign of leaks, scratches and other damages.

Apply liquid gasket to the mating surfaces of the crankcase, assemble after drying.

Make sure that the two dowel pins are installed on the upper crankcase.



① Dowel pin
Fig. 9–17.



① Gear shift arm ② Projection
Fig. 9–18.

3. GEAR SHIFT MECHANISM

To prevent the gear shift arm from disengaging with gear shift drum, a projection is provided on the upper crankcase to limit jumping of gear shift arm. Further to facilitate shifting into the neutral gear, the neutral stopper is made to fit the drum directly. **(Fig. 9–18)**