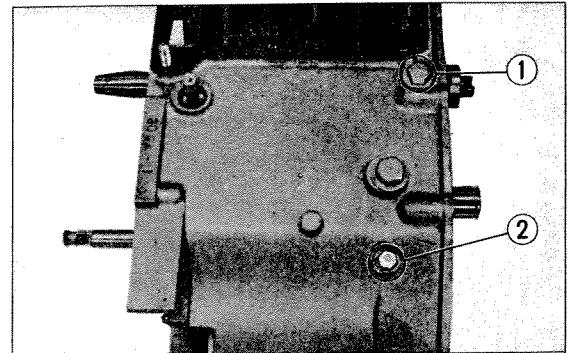


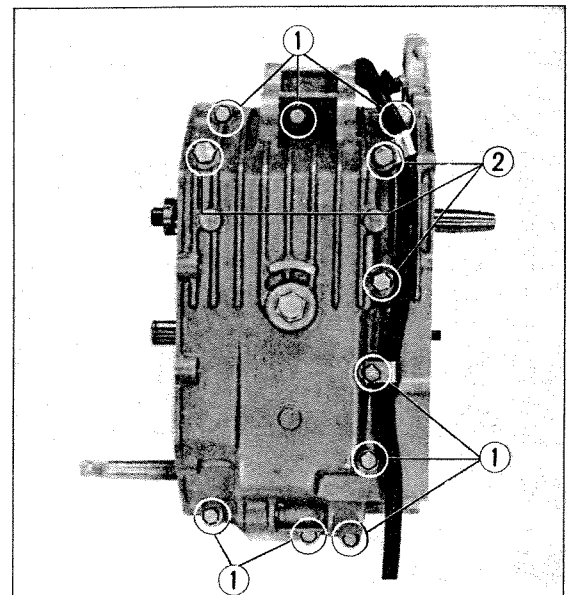
A. Disassembly

1. Disassemble the cylinder head in accordance with section 4. 1. A or page 173.
2. Remove the cylinder.
3. Remove the L. crankcase cover generator rotor, starting sprocket and cam chain tensioner.
4. Remove the R. crankcase, oil filter, clutch, oil pump and gear shift spindle.
5. Remove the 8 mm and 6 mm bolts from the upper crankcase. (Fig. 9-49)



① 8 mm bolt ② 6 mm bolt
Fig. 9-49.

6. Remove the 8 mm and 6 mm bolts from the lower crankcase and separate the upper crankcase. (Fig. 9-50)
7. Separate the transmission gears.



① 6 mm bolt ② 8 mm bolt
Fig. 9-50.

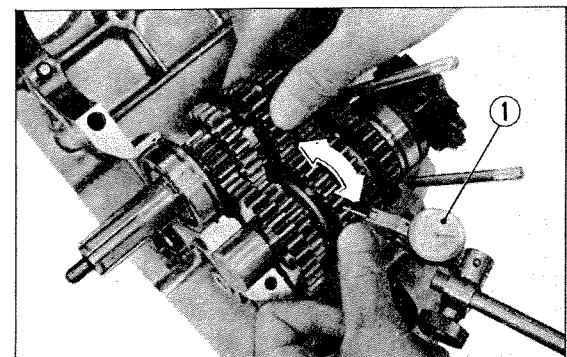
B. Inspection

1. Measuring backlash

Hold the mating gear so that it does not move and lightly rock the gear being measured. Measure the amount of backlash using a small dial gauge. (Fig. 9-51)

	Standard Value	Serviceable Limit
1st, 2nd, 3rd gears	0.0017~0.0052 (0.044~0.133)	Replace if over 0.008 (2.0)
4th and 5th gears	0.0016~0.005 (0.042~0.126)	Replace if over 0.008 (0.2)

2. Gears when used for a long period will develop wear to the teeth and dogs as well as resulting in side loading of the gear teeth. This becomes the cause of disengagement. Gear which are excessive worn should be replaced in sets.



① Small dial gauge
Fig. 9-51. Measuring gear backlash