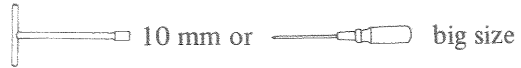


Fig. 7-2-36 Removing tachometer driven gear sleeve

33. After loosening the tachometer gear sleeve bolt, pull out the tachometer driven gear sleeve.

Required tool:



Tightening torque:  
40 ~ 70 Kg-cm (2.9 ~ 5.1 lb-ft)

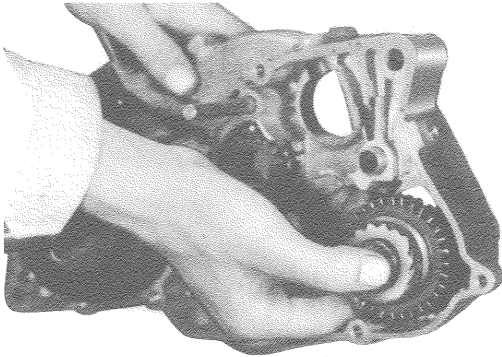


Fig. 7-2-37 Removing kick shaft

34. Remove the kick shaft.

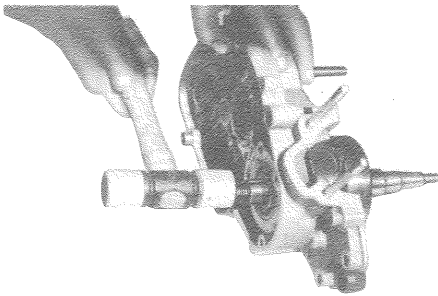


Fig. 7-2-38 Removing crankshaft

35. Remove the crankshaft from the right crankcase half by striking the crankshaft end with the mallet or soft hammer.

Required tool:



### 7-3. NECESSARY POINTS ON ASSEMBLY

#### 7-3-1. CYLINDER HEAD

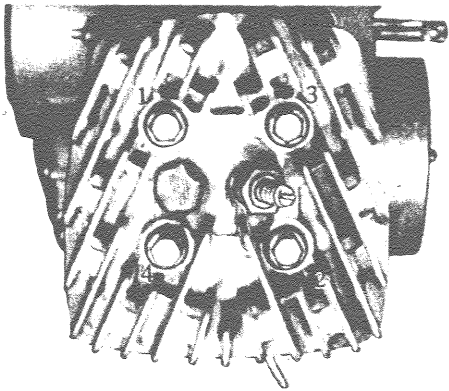


Fig. 7-3-1

When installing the cylinder head, tighten the nuts in a crisscross fashion to prevent cylinder head warp as Fig. 7-3-1.

Tightening torque:  
230 ~ 270 Kg-cm (17 ~ 20 lb-ft)

#### 7-3-2. CYLINDER

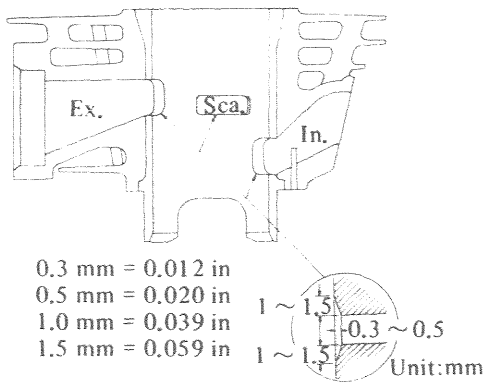


Fig. 7-3-2

In case of installing the rebored cylinder, be sure to check if the edges of the ports are chamfered. If the edges are sharp, chamfer them by a scraper or emery paper.

This will prolong the life of piston and piston rings. The designed chamfer is as illustrated in Fig. 7-3-2.

#### 7-3-3. PISTON

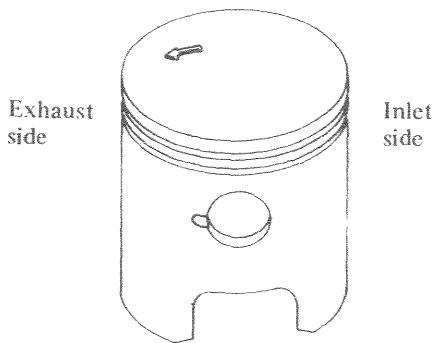


Fig. 7-3-3

The piston pin hole is off-center and the piston skirt is cut according to the shape of scavenging passage on the crankcase, therefore, the piston should be installed in proper direction. The arrow mark on the piston head indicates the exhaust side.

#### 7-3-4. PISTON RING

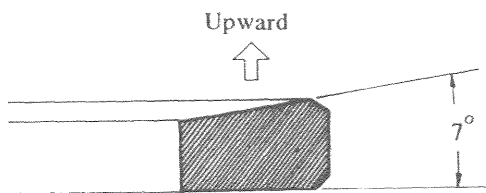


Fig. 7-3-4

1) Both the 1st and 2nd rings are of wedge type in their sectional views as illustrated in Fig. 7-3-4 and the ring grooves on piston are machined according to the shape of the rings. Therefore, the ring should be placed in proper direction otherwise the piston will not fit in the cylinder.

For identifying upside, a stamped letter is put on the inclined surface.

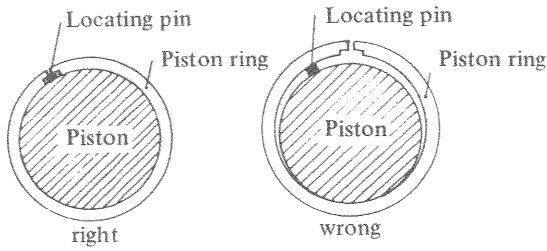


Fig. 7-3-5

### 7-3-5. CRANKSHAFT OIL SEAL

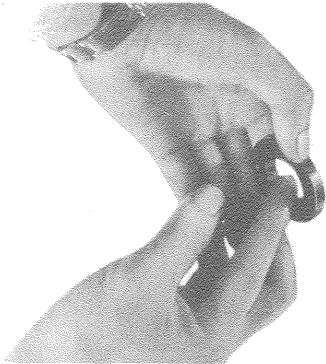


Fig. 7-3-6

### 7-3-6. ENGINE OIL PIPE

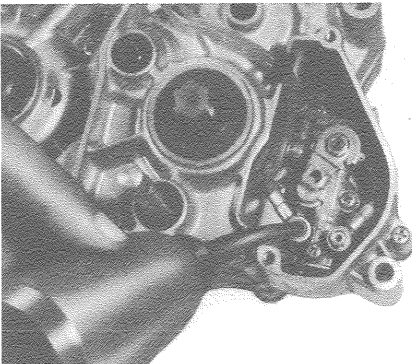


Fig. 7-3-7

### 7-3-7. CLUTCH

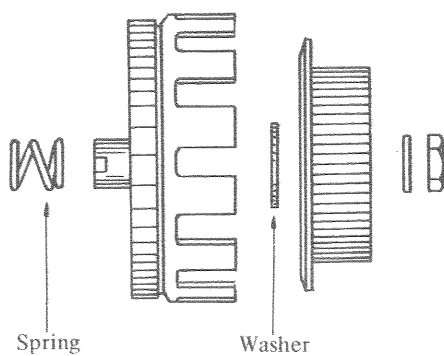


Fig. 7-3-8

- 2) When fitting the piston rings on the piston, align the piston ring open ends with the piston ring locating pin set in the piston ring groove.

When assembling the engine, be sure to replace the right and left crankshaft oil seals with new ones and apply grease all around the lips.

At the time when the engine assembly is completed, the oil passages have not yet been filled with oil. If the engine is started and kept on running in this condition, the engine may suffer lack of lubrication causing a bearing noise or piston seizure. Therefore, be sure to supply CCI Oil from the threaded hole of the union bolt with an oil filler after removing a screw from the top of union bolt as shown in Fig. 7-3-7.

On assembling the clutch, place the washer and the spring in right position as shown in Fig. 7-3-8.

### 7-3-8. CLUTCH SPRING

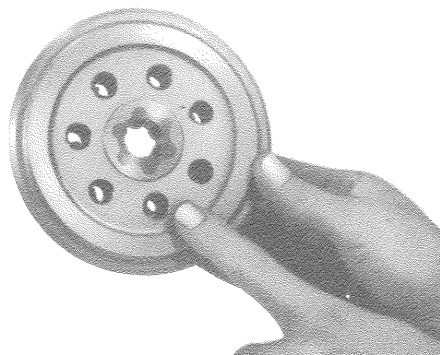


Fig. 7-3-9

When refitting the clutch springs, the clutch spring bottom ends should be kept in the same level with the bottom surface of the clutch sleeve hub so as not to protrude.

### 7-3-9. CLUTCH PRESSURE PLATE

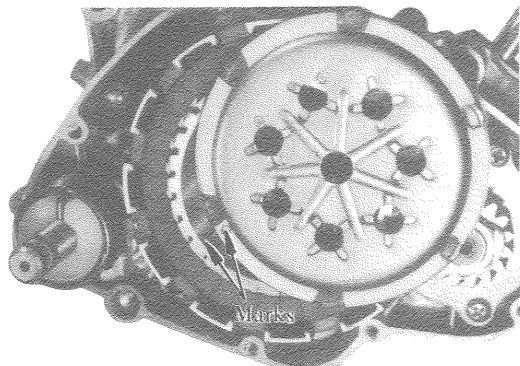


Fig. 7-3-10

When installing the clutch pressure plate, align the positioning mark on the plate with the mark on the edge of the clutch sleeve hub.

### 7-3-10. GEAR SHIFTING SHAFT RETURN SPRING

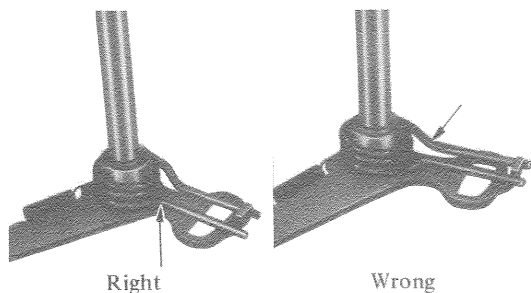


Fig. 7-3-11

When fitting the gear shifting shaft return spring, place the spring with the less-bent side down to the shifting shaft.

### 7-3-11. GEAR SHIFTING STOPPER PIN

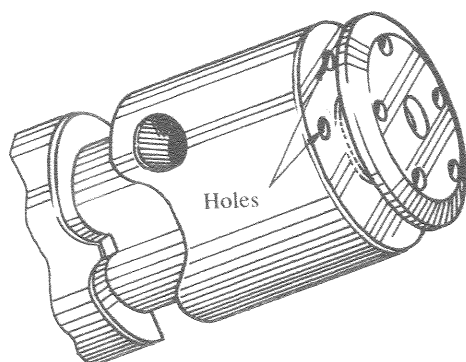


Fig. 7-3-12

When installing the gear shifting stopper pins, place the long ones in the holes of the gear shifting cam as shown in Fig. 7-3-12 and the short pin in the another position.