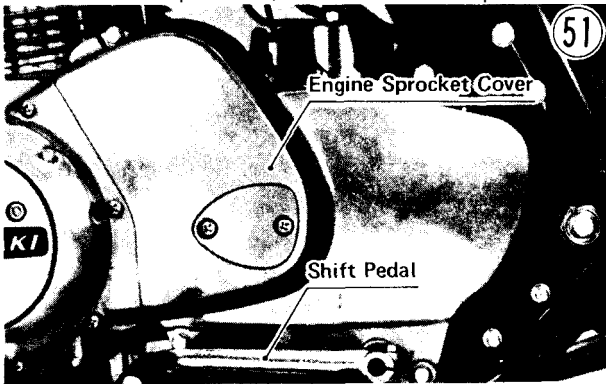


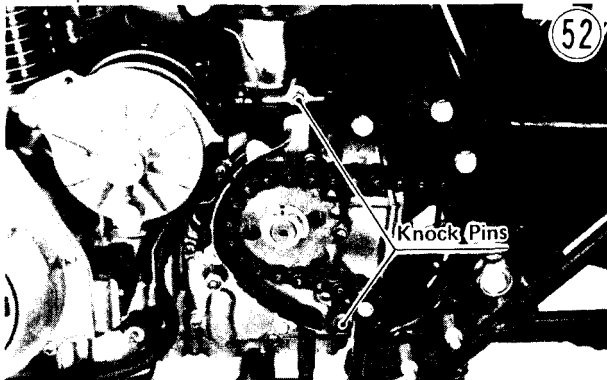
24 DISASSEMBLY

- Check to see that the transmission is in neutral, then take out the shift pedal bolt, and remove the shift pedal.

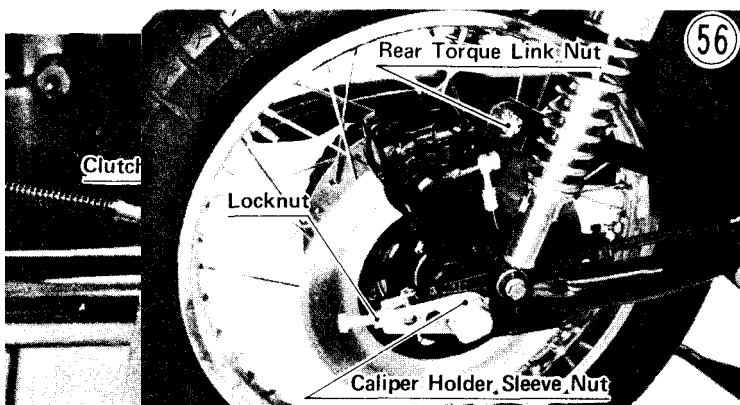


- Remove the engine sprocket cover bolts (4), and pull the cover free from the crankcase.
- Pull out the engine sprocket cover knock pins (2), if they are left on the engine side.

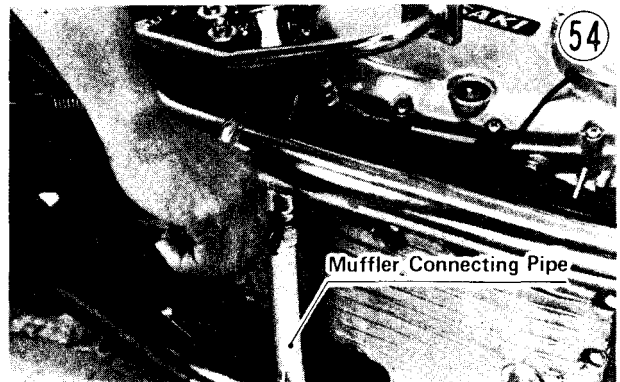
NOTE: This procedure prevents the knock pins from catching the engine mounting bracket when the engine is lifted up.



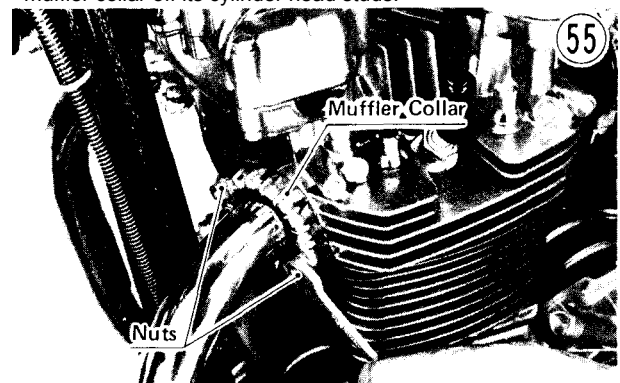
- Remove the cotter pin from the clutch release lever and free the clutch inner cable tip from the lever and engine sprocket cover.



- Pull out the clutch cable through the engine and the frame, and situate the cable so that it will not get damaged during engine removal.
- Loosen both clamps that secure the muffler connecting pipe to the mufflers.



- Remove the left muffler collar nuts (2), and slide the muffler collar off its cylinder head studs.



- Remove the left rear foot peg nut and flat washer to complete muffler removal. Also, remove the muffler collar, gasket, and split keeper.
- Remove the right front foot peg, right rear foot peg, and right muffler as in the same way as described above.
- Unscrew the tachometer cable from the cylinder head cover and pull off the cable from the cylinder head cover.
- Take out the cotter pins from the rear torque link nut and the rear axle nut.

- Loosen the rear torque link nut, rear axle nut, caliper holder sleeve nut, and chain adjuster bolt locknuts, and then turn out the chain adjuster bolts in order to give the chain plenty of play. Kick the wheel forward until the chain is slack. This will facilitate removal of the engine sprocket.