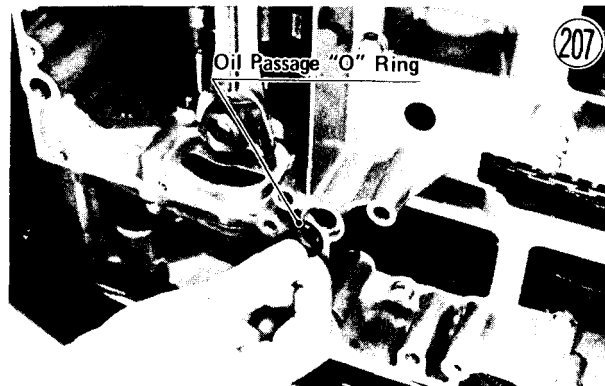
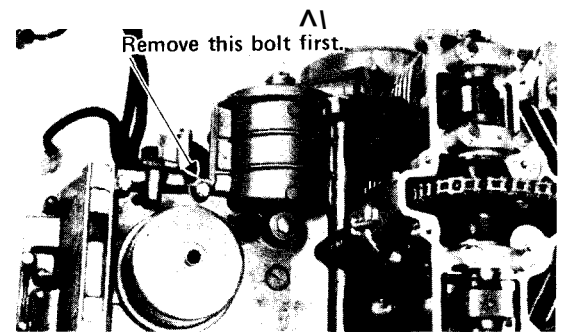


DISASSEMBLY 61

Installation Notes:

1. Replace the oil passage O ring and oil pan gasket with new ones.

NOTE: If the engine is to be set onto the Kawasaki engine disassembly apparatus, one of the upper crankcase half bolts (3) shown in Fig. 208 must be removed before positioning the engine.



2. Fill the oil pump with engine oil for initial lubrication.
3. Check to see that knock pins (2) are in place.
4. Be sure the oil pump gear and pump drive gear at the end of the balancer shaft mesh properly.
5. Apply non-permanent locking agent to the engine oil pump bolts (3), and tighten them with 0.9 ~ 1.1 kg-m (78 ~ 95 in-lbs) of torque.
6. Tighten the oil pan bolts (17) with 0.9 ~ 1.1 kg-m (78-95 in-lbs) of torque.

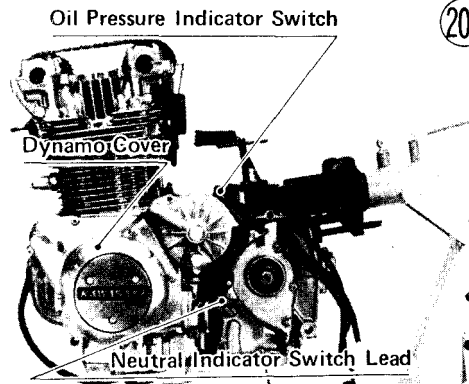
Assembly Notes:

1. Replace the gasket with a new one.
2. After completing the oil pump assembly, check that the rotor shaft and rotor turn smoothly.

Disassembly:

- Remove the circlip i3 and washer 11 on the pump shaft end.
- Remove the oil pump cover screws i4 (4), and take off the oil pump cover 10. and gasket 7 .
- Take out the rotors 5,6 .
- Take out the pin 8 , and pull off the oil pump gear 2 and shaft 9 .
- Slide off the pump gear, and take out the pin 1 from the shaft.

•Pull the neutral indicator switch lead from the switch.

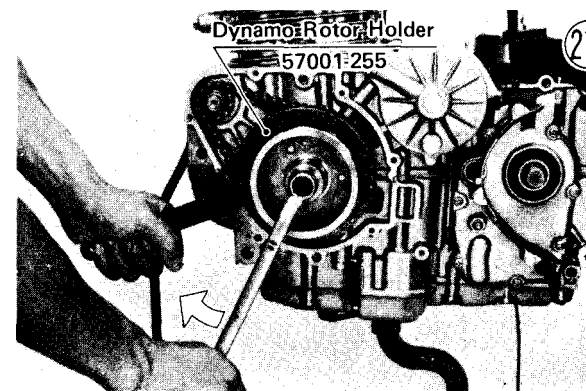


- Disconnect the oil pressure indicator switch lead from the switch.
- Remove the dynamo cover screws (8), and pull off the dynamo cover and gasket.
- Hold the dynamo rotor steady with the dynamo rotor holder (special tool), and remove the rotor bolt. The bolt must be turned clockwise for removal.

TRANSM SSION

Removal:

- Remove the engine (Pg. 23).
- Remove the spark plugs.
- Set the engine on a clean surface or, preferably, into a disassembly apparatus with some means of holding the engine steady while parts are being removed.



- Using the special tool to hold the rotor steady, remove the rotor and starter clutch assembly with the dynamo