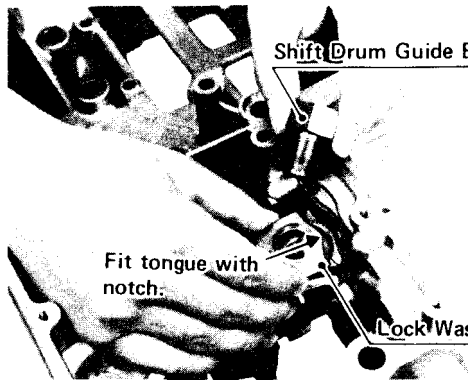


- Push the shift drum in the rest of the way, fit a new lock washer on the shift fork guide bolt. Tighten the bolt securely, and bend the side of the lock washer over the side of the bolt. The guide bolt rides in the middle groove of the three guide pin grooves.
- Tighten the shift drum guide bolt, and bend the side of the lock washer over the side of the bolt. The lock washer must seat in the crankcase.

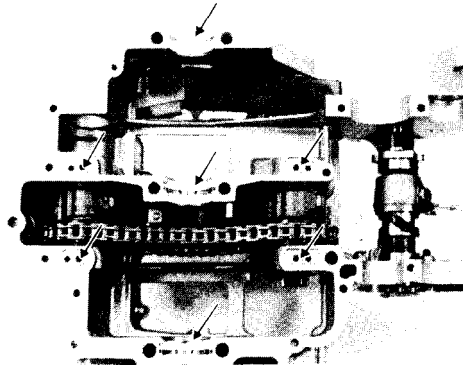


- Check to see that the following parts are in place on both the upper crankcase half and the lower crankcase half, and blow the oil passage nozzles clean with compressed air.
 Upper crankcase half:
 Knock pins (2); oil passage O ring (use a new one if deteriorated or damaged); oil pressure relief valve;
 drive shaft and output shaft set rings (2); drive, output, and kick shaft set pins (3); and oil passage nozzles (2).

Lower crankcase half:

Crankshaft main bearing inserts (3); and balancer shaft needle bearing Alien screws (4), see CAUTION 2. on Pg. 76.

•Straighten out the lock washer sides which are bent over against the balancer chain tensioner bolts (2), and



- With a high flash-point solvent, clean off the mating surfaces of the crankcase halves and wipe dry.
- Fit the output and drive shaft assemblies, and kick shaft on the upper crankcase half. When installing the output shaft, drive and kick shafts, the crankcase set pins must go into the holes in the respective bushings or bearing races, and the set rings must fit into the grooves in each ball bearing.

Caution Make sure the crankcase set pins are properly aligned to avoid damage to the crankcases upon installation.

- Apply a little engine oil to the transmission gears, ball bearings, shift drum, and crankshaft main bearing inserts.
- Temporarily install the timing advancer, and, with a 17 mm wrench, turn the crankshaft so that the crankshaft oil holes are even with the upper crankcase half surface, with flywheels positioned up.

