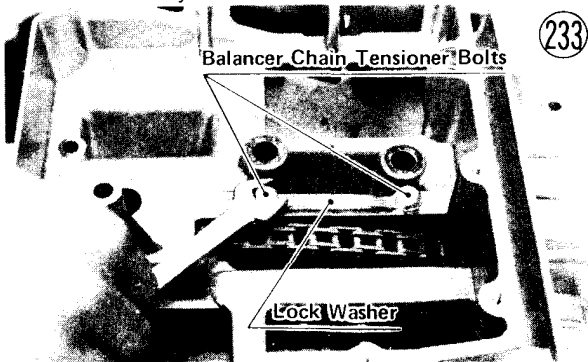
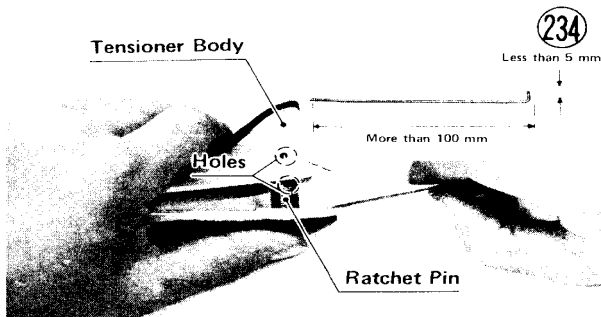


66 DISASSEMBLY

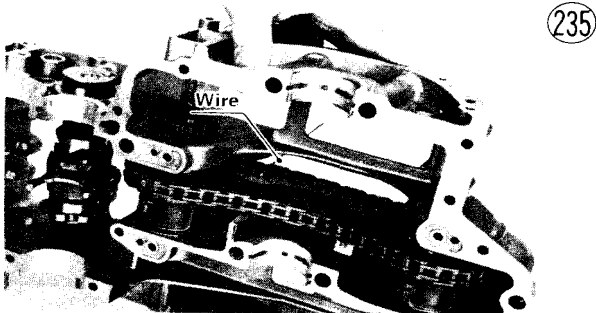
remove the bolts, lock washer, and balancer chain tensioner assembly.



•Push the ratchet pin all the way into the tensioner body by working the pin back and forth. Align the holes in the tensioner body and the ratchet pin. Insert a wire about 2 mm in diameter and at least 100 mm long into the holes to hold the pin in position.



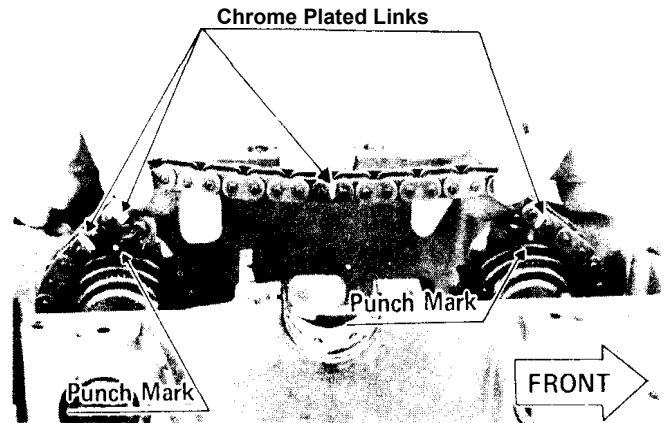
•Reinstall the balancer chain tensioner assembly, running the wire through the center window in the lower crankcase half.



•Use a new lock washer, apply a non-permanent locking agent to the threads of the mounting bolts. Check to see that the balancer chain timing is correct, then bend the sides of the washer over against the balancer chain tensioner bolts (2). The tightening torque of the mounting bolts is 0.9 ~ 1.1 kg-m (78 ~ 95 in-lbs).

•Check to see that the balancer chain and balancer

the chrome plated link must fit on the sprocket tooth with the punch mark. For the rear sprocket, the link between two chrome plated links must fit on the sprocket tooth with the punch mark. **NOTE:** There are four plated links, and, with the chain in the position mentioned above, the 2nd plated link counted from the front will be located on the crankshaft side.



sprockets are properly fitted. For the front sprocket,

•Apply a liquid gasket to the fitting surface of the lower crankcase half in the areas shown in Fig. 237.

Caution If liquid gasket adheres to any areas not indicated, the engine oil passages may be obstructed, causing engine seizure.

Liquid Gasket Applied Areas

