

Fig. 3.83 Measuring axial clearance
 ① Crankshaft
 ② Thickness gauge
 ③ V block

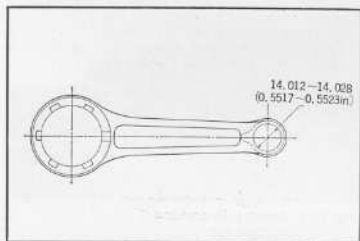


Fig. 3.84 Connecting rod

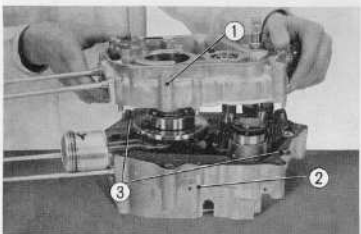


Fig. 3.85 Reassembling the crankcase
 ① R. crankcase
 ② L. crankcase
 ③ Dowel pins

2. The clearance in the bearing is measured by fixing the crankshaft on centers and moving the bearing in the axial and vertical direction. (Fig. 3.83)

Item	Standard value	Serviceable limit
Axial clearance	0.10~0.35 (0.004~0.019 in)	Replace if over 0.8 (0.032 in)
Clearance normal to axis	0~0.01 (0~0.004 in)	Replace if over 0.05 (0.002 in)

When the clearance in the axial direction becomes excessive, the crankshaft will move from side to side when engine is running and produce undesirable noises as well as causing uneven wear to the cylinder, piston and the timing gear. It will also shorten the life of the clutch.

If the clearance is too small, it will cause a decrease in the power output and shorten the life of the crankshaft.

3. Connecting rod small end bore. (Fig. 3.84)
 Standard value—14.012-14.028
 (0.5517-0.5523 in)
 Serviceable limit—Replace if over 14.05
 (0.5531 in)

D. Reassembly

1. Assemble the crankshaft assembly into the left crankcase.
2. Assemble the right crankcase ① to the left crankcase, ② (Fig. 3.85)
Caution: Do not forget to install the two dowel pins, ③ (Fig. 3.85)
3. Install the cam chain guide sprocket.
4. Assemble cylinder to the crankcase in accordance with section 3.6 D. and the cylinder head and cover in accordance with section 3.5 D.
5. Assemble the gear shift spindle in accordance with section 3.10 D. Assemble the clutch unit into the crankcase and install the right crankcase cover in accordance with section 3.8 D.