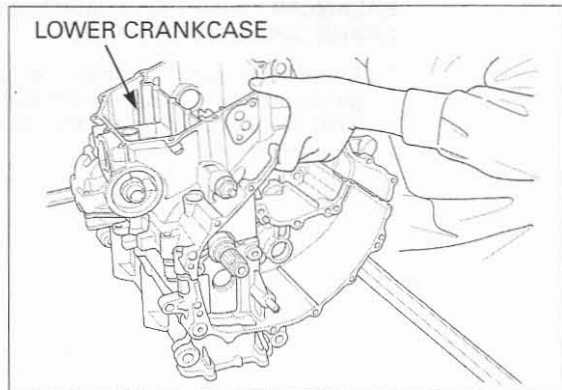


## CRANKCASE/CRANKSHAFT/BALANCER/PISTON/CYLINDER

5. Carefully place the lower crankcase onto the upper crankcase.

**NOTE:**

The crankshaft will slightly move counterclockwise when engaging the balancer gears.



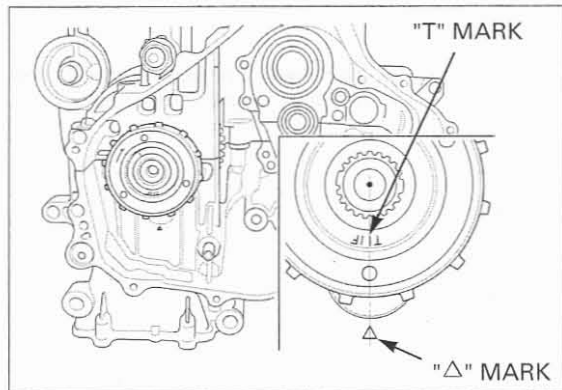
6. Check that the upper and lower crankcase seats properly.

*Temporarily install the starter clutch assembly to check the TDC.*

Check that the crankshaft 5th spline center aligns with the next "△" mark on the upper crankcase as shown.

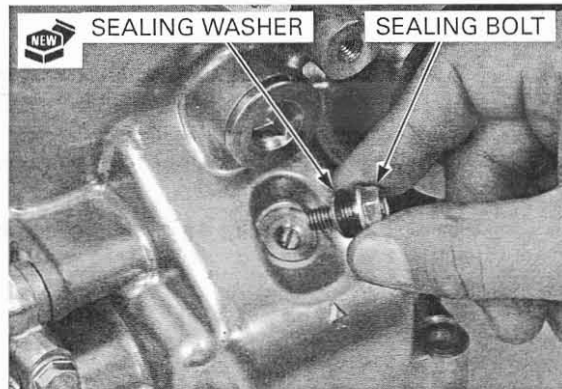
Make sure the No.1 piston at TDC (Top Dead Center).

If the crankshaft is not in the proper position, reassemble the crankcase halves from the beginning.



7. Remove the temporarily installed special bolt from the balancer weight.

Install a new sealing washer and bolt, tighten the bolt securely.



Install new crankcase 9 mm bolts (main journal bolts).

Loosely install all the lower crankcase bolts.

Make sure the upper and lower crankcase are seated securely.

- Tighten the crankcase 9 mm bolts (main journal bolts) using the Plastic Region Tightening Method described on next procedure.
- Do not reuse the crankcase 9 mm bolts (main journal bolts), because the correct axial tension will not be obtained.
- The crankcase 9 mm bolts (main journal bolts) are pre-coated with an oil additive for axial tension stability. Do not remove the oil additive from the new 9 mm bolts (main journal bolts) surface.

