



Figure 4-8: Switching mechanism



Figure 4-9: Switching mechanism, partially



Figure 4-10: Transmission

5th REMOVING THE ENGINE



Figure 5-1: Motors on mounting brackets

Grundsätzlich, the disassembly of the engine from both directions, from below, the transmission side, or by above, the cylinder head started here. If only the clutch repaired be, is a separation of the housing halves is not necessary. Even the no-camshaft can be removed at Cylinder head cover to be removed, without separating the timing chain. As well can the camshaft bearing gewech- are rare.

The following is based on photos the removal from the cylinder head ago described. If only one gear-bereparatur planned, the Ar-

beitsschritte to disassemble the cylinder cylinder head, the cylinder and the piston skipped and you start with the same separating the housing halves. As-with the housing halves are not different-be drawn when loosening the bolts, the housing halves connect, a comply with certain order. The engine and all components have to subsequent assembly absolutely clean be, therefore, the engine should already before dismantling has been cleaned. This prevents one from that dirt the outside - particularly from the Area of the chain sprocket - the Motorin- here come.

It should also be sure that all of the planned repair work required- tools are available, or at Tools that make it even can (see Figures 2-3 to 2-5), the beno- saturated material is available.

Who for the first time an engine de- installed, which should ensure the time required at least a complete weekends de plan - by removing the engine from the frame until the cleaned Parts of the engine in an orderly Order is placed. Are helpful purpose storage bins, as they are in construction markets can buy cheap and many

lettered plastic bags (Gefrierbeutel), for the small parts. The more minor one the parts stores, the easier the subsequent assembly.

If you look at the previous Chapter described how has become familiar, the Demon- days, and especially the assembly much easier.

Below is the order of Dismantling - starting with the Zylinder head - in the form of photos, the represent individual steps, with Captions described.



Figure 5-2: Motor to mounting bracket



Figure 5-3: Removing the lid of the Contact set and of the governor



Figure 5-4: Contact set



Figure 5-5: Governor

5.1 Dismantling of cylinder head

5.1.1 REMOVING THE BREAKER BASE AND THE CENTRIFUGAL GOVERNOR



Figure 5-6: M6 nut



Figure 5-7: Wave knock out



Figure 5-8: Remove breaker plate



Figure 5-9: Governor to expand



Figure 5-10: Parts of the interrupter and governor

5.1.2 REMOVING THE CYLINDER HEAD COVER

The order to loosen and tighten the housing screws is described in Figure 5-15. Important: All screws must be loosened evenly, ie each screw is first order 0.5 turns solved and then the other screws are loosened. This may especially Figure 5-20 on the bolt between the carburetor to be seen not forgotten in order to avoid damage to the nut thread.



Figure 5-11: Reduce housing



Figure 5-12: Reduced housing



Figure 5-13: Remove oil riser - first loosen up and make sure that the oil riser is not twisted and damaged.



Figure 5-14: Cylinder head screws

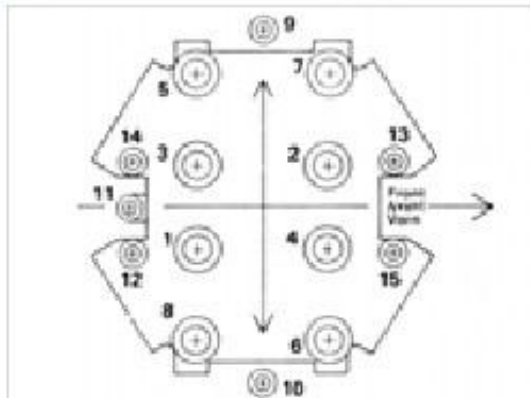


Figure 5-15: Order to solve the cylinder head bolts



Figure 5-16: Cylinder head screws



Figure 5-17: The outer plates are gummed



Figure 5-18: Screws near the spark plug solved



Figure 5-19: Cylinder head cover



Figure 5-20: Screw between the
CARBURETTOR solve



Figure 5-21: Separate timing chain

The motor should not be completely dismantled, may not chips fall into the crankcase.
If you turn the motor on the side, this can avoid the most.



Figure 5-22: Timing chain tensioners reduce



Figure 5-23: Timing chain tensioners reduce



Figure 5-24: Timing chain secure, so that they do not slide off



Figure 5-25: Remove the cylinder head



Figure 5-26: Cylinder with cylinder head removed



Figure 5-27: Cylinder head and combustion chambers

5.2 Dismantling THE PISTONS

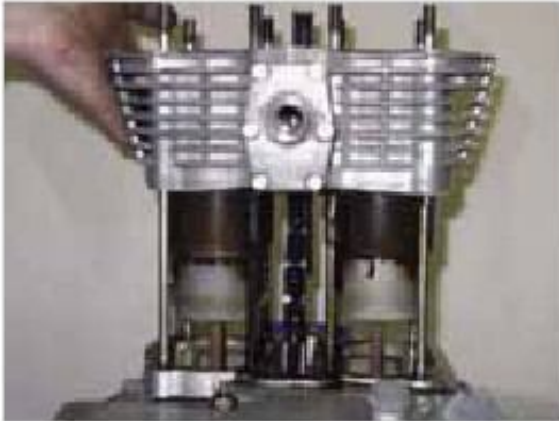


Figure 5-28: Remove the cylinder block



Figure 5-29: Piston heat

It is advisable to turn the engine on the page, then the backup can not ring in the spa crankcases fall. The center of the engine facing the single piston retaining rings need will not be dismantled.

If possible, add a new backup each piston ring may be used.



Figure 5-30: Remove the retainer ring



Figure 5-31: Pull out the piston pin

5.3 Dismantling of the alternator



Figure 5-32: Loosen the screws



Figure 5-33: Stator reduced



Figure 5-34: Remove rotor



Figure 5-35: Remove rotor

Never use a two-arm puller.



Figure 5-36: Remove rotor



Figure 5-37: Rotor removed

5.4 Removing THE CLUTCH



Figure 5-38: Remove right side cover



Figure 5-39: Right side cover from the inside

Attention, kick starter mechanism to keep, so that this remains the case.



Figure 5-40: Oil pump and tachometer drive



Figure 5-41: Kick starter and clutch mechanism



Figure 5-42: Pay attention to thrust washer, the kick starter shaft



Figure 5-43: Coupling shaft



Figure 5-44: Clutch springs dismantle



Figure 5-45: Clutch springs dismantle (Detail)

Unscrew and evenly crosswise. Otherwise there is the danger to uproot the last threads of the last loosened screw.



Figure 5-46: Pressure plate



Figure 5-47: Back of the plate



Figure 5-48: Friction found



Figure 5-49: Metal discs found



Figure 5-50: Central nut



Figure 5-51: Radial bearings and thrust washers removed

Only use a suitable tool for holding.



Figure 5-52: Front and back of the clutch basket with a radial bearing

5.5 SEPARATION OF HOUSING HALF

To separate the housing halves are total of 18 screws in a specific language voted in order that at ex- Figure 5-63 shows up on page 83, is to solve. The screws must be equal- be solved as standard, so that the Housing halves are not forgiven. A the screw is located behind the Clutch basket, so that the clutch In any case, before the separation of Ge-

häusehälften has to be dismantled. In the Near the casing screws are partly infused numbers, View the disassembly sequence. Depending on the condition of the housing the number is unreadable.

When the subsequent assembly Housing bolts in the reverse Order re-tightened.



Figure 5-53: Coupling reduced



Figure 5-54: Kick starter mechanism pulled



Figure 5-55: Remove gearbox starter (holding plate)



Figure 5-56: Remove gear



Figure 5-57: Loosen the screws



Figure 5-58: Loosen the screw behind the clutch basket



Figure 5-59: These two screws



Figure 5-60: Remove the starter gear



Figure 5-61: Housing halves separate



Figure 5-62: Housing halves separate