

8. Position the lower crankcase to the upper, ensuring that all sections engage correctly. An assistant may be required to support the crankcase during alignment.



Selecter Forks

9. Fit the screws into the lower crankcase and hand tighten.
10. Insert the engine.
11. Fit the screws into the upper crankcase and hand tighten.

NOTE:

- The crankcase screws are tightened in stages, in the same sequence used during strip down. Refer to the strip down procedure earlier in this section for the correct screw tightening sequence for the type of crankcase being assembled.
- Two different sizes of crankcase screw are used. All screws are tightened through the first two stages of the tightening procedure but only the M6 size screws are tightened at the third stage.



CAUTION: Failure to follow the correct screw tightening sequence may result in permanent crankcase damage.

Stage 1 - all screws

12. Insert the engine.
In the correct sequence, tighten all lower crankcase screws to 12 Nm.
13. Insert the engine.
In the correct sequence, tighten all upper crankcase screws to 12 Nm.

Stage 2 - all screws

14. Insert the engine.
In the correct sequence, tighten all lower crankcase screws to 12 Nm.

15. Insert the engine.
In the correct sequence, tighten all upper crankcase screws to 12 Nm.

Stage 3 - M6 screws only

16. Insert the engine.
In the correct sequence, tighten the M6 lower crankcase screws to 20 Nm.

17. Insert the engine.
In the correct sequence, tighten the M6 upper crankcase screws to 20 Nm.

18. Rotate the crankshaft in the direction of the arrow on the flywheel (placard). Check for tight spots and verify as necessary.

19. Apply silicone sealant to the clutch push rod seal and press into the crankcase.

CONNECTING RODS

Removal

1. Release the connecting rod nuts and remove the big end cap.



NOTE:

- It may be necessary to gently tap the big end cap with a rubber mallet to release the cap from the studs.
- Mark each big end cap and connecting rod to identify both items as a matched pair.
- Ensure that the bearing shell stays in the big end cap.
- Remove each piston and connecting rod assembly together with the cylinder liner.
- Label the assembly to identify the cylinder from which it was removed.



CAUTION: Never re-use connecting rod bolts or nuts. If the connecting rod cap is disturbed, always renew the bolts and nuts. Using the original nuts and bolts may lead to severe engine damage.

Installation

NOTE:

- Connecting rod bolts and nuts are treated with an anti-rust solution which must not be removed.
- Clean the connecting rod with high flash-point solvent.
- Remove all bearings and inspect for damage, wear and any signs of deterioration and replace as necessary.
- Fit new connecting rod bolts to the big end.

NOTE:

- Ensure that con rod is fitted correctly, oil hole in the connecting rod on the opposite side from the arrow on the piston crown.



1. Connecting Rod with Oil Hole Arrowed
2. Piston Arrow

3. Apply molybdenum disulphide grease to the upper inner surface of the connecting rod big end.

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Roy P. Smith



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