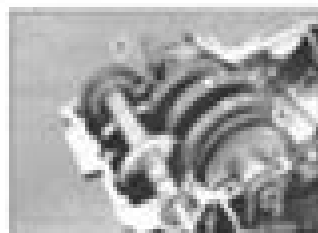


Crankshaft and Connecting Rods

Crankshaft Removal

- Split the crankcase (see Crankcase Splitting).
- Remove:
 - Crankshaft Chain (A)
 - Crankshaft (B)



Crankshaft Installation

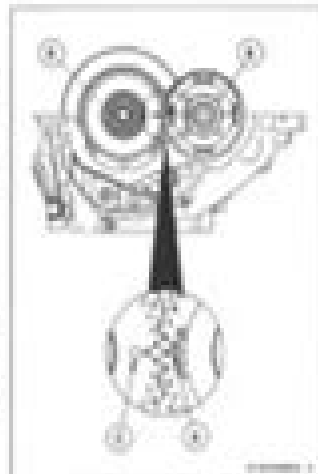
NOTE

If the crankshaft is replaced with a new one, refer to the Connecting Rod Big End Bearing/Crankshaft Main Bearing Insert Selection in the Specifications.

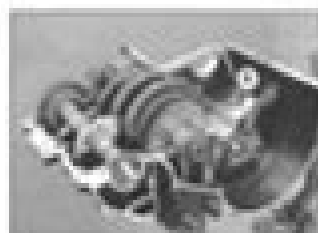
NOTICE

If the crankshaft, bearing inserts, or crankcase halves are replaced with new ones, select the bearing inserts and check clearance with a plastigage (press gauge) before assembling engine to be sure the correct bearing inserts are installed.

- Apply molybdenum disulfide oil solution to the crankshaft main bearing inserts.
- Align the timing mark (A) on the balancer gear (B) with the timing mark (C) on the balancer drive gear (D) of the crankshaft.



- Install the crankshaft with the crankshaft chain (A) hanging on it.



Connecting Rod Removal

- Split the crankcase (see Crankcase Splitting).
- Remove the connecting rod nuts (A).

NOTE

Identify and record the locations of the connecting rods and their big end caps so that they can be reassembled in their original positions.

- Remove the connecting rods from the crankshaft.

NOTICE

Observe the connecting rod bolts. To prevent damage to the crankpin surfaces, do not allow the connecting rod bolts to bump against the crankpins.



Crankshaft and Connecting Rods

Connecting Rod Installation

NOTICE

To minimize vibration, the connecting rods should have the same weight mark.

- Big End Cap (A)
- Connecting Rod (B)
- Weight Mark, Alphabet (C)
- Diameter Mark (D) "1" or no mark

NOTICE

If the connecting rods, big end bearing inserts, or crankshaft are replaced with new ones, select the bearing insert and check clearance with a plastigage (press gauge) before assembling engine to be sure the correct bearing inserts are installed.

- Apply molybdenum disulfide oil solution (A) to the inner surfaces of upper and lower bearing inserts.
- Do not apply any grease or oil to the cap inside and cap insert outside (B).
- Insert the inserts so that their nuts (C) are on the same side and fit them into the spaces of the connecting rod and cap.

NOTICE

Wrong application of oil and grease could cause bearing damage.

- When installing the inserts (A), be careful not to damage the insert surface with the edge of the connecting rod (B) or the cap (C). One way to install inserts is as follows:
 - Insertion (B) to Cap
 - Insertion (B) to Connecting Rod
 - Push (D)
 - Open Cover Pin (E)
 - Connecting Rod Bolts (F)

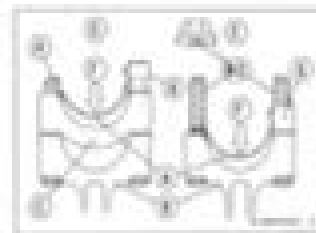
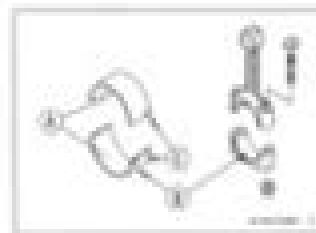
- Remove debris and clean the surface of inserts.
- Apply molybdenum disulfide oil solution to the threads and seating surfaces of the big end nuts and bolts.

- Install each connecting rod on its original crankpin.

NOTE

Insert each connecting rod so that its oil jet (A) faces the exhaust side (the Port (B)) (see Engine Oil Flow Chart in the Engine Lubrication System chapter).

- Install the cap on the connecting rod, aligning the weight and diameter marks.



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LP Steffe

A red circular graphic with a gradient, appearing as a partial circle or a stylized arrow pointing to the right, located to the right of the 'LP Steffe' text.

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