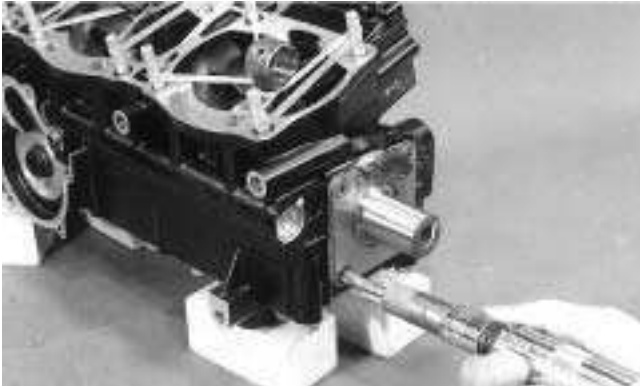


Fig. 2-163



AN230

27. Remove the 14 cap screws securing the two crankcase halves together.

Fig. 2-164

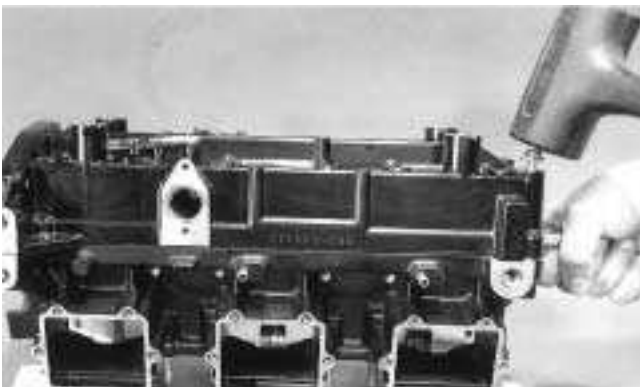


AN229

28. To separate the crankcase halves, start two of the crankcase cap screws into the crankcase at opposite corners. Thread the cap screws into the crankcase until a 6.4 mm (1/4 in.) space remains between the cap screw flange and the crankcase surface.

29. Set the crankcase on its side with the flat reed surfaces resting on the work bench. Using a hammer, strike the heads of the two cap screws alternately driving the two case halves apart.

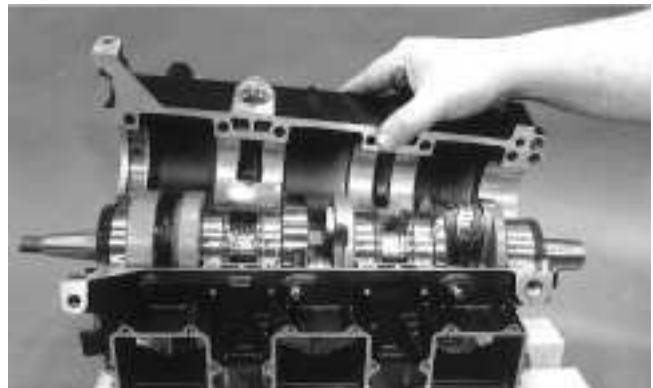
Fig. 2-165



AN227

30. Once there is a 6.4 mm (1/4 in.) space between the two case halves, set the crankcase down on the work bench with its bottom side up. Remove the cap screws; then lift the bottom of the crankcase free of the engine.

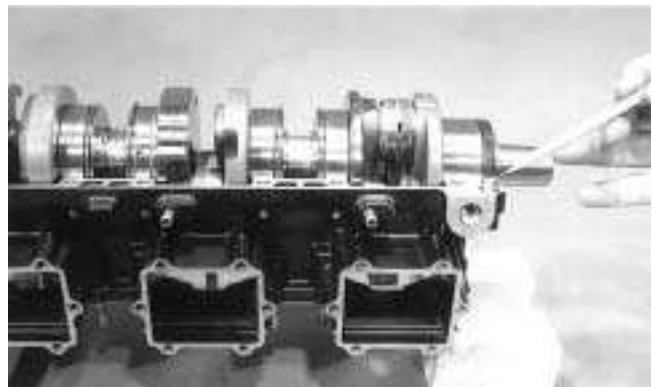
Fig. 2-166



AN221

31. Grasp the crankshaft at either end and carefully lift it from the crankcase. Have a clean area ready to lay the crankshaft on once it has been removed. Account for the two crankcase dowel pins.

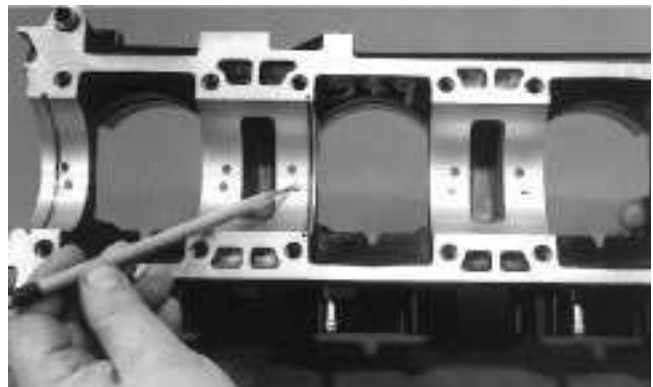
Fig. 2-167



AN222

32. With the crankshaft removed from the top half of the crankcase, remove the seven bearing retaining pins and the C-ring.

Fig. 2-168



AN223