

## TORQUE VALUES

Connecting rod nut	41 N·m (4.2 kgf·m , 30 lbf·ft)	Apply oil to the threads and seating surface
Mainshaft bearing set plate bolt	12 N·m (1.2 kgf·m , 9 lbf·ft)	Apply a locking agent to the threads
Balancer timing hole cap	7 N·m (0.7 kgf·m , 5.1 lbf·ft)	
Balancer shaft holder flange bolt (front/rear)	27 N·m (2.8 kgf·m , 20 lbf·ft)	
Balancer shaft pinch bolt	12 N·m (1.2 kgf·m , 9 lbf·ft)	
Balancer idle shaft holder bolt	27 N·m (2.8 kgf·m , 20 lbf·ft)	
Balancer idle shaft bolt	12 N·m (1.2 kgf·m , 9 lbf·ft)	Apply a locking agent to the threads

## TOOLS

Driver, 40 mm I.D.	07746-0030100
Attachment, 30 mm	07746-0030300
Driver shaft	07964-MB00200
Driver	07749-0010000
Attachment, 32 × 35 mm	07746-0010100
Pilot, 15 mm	07746-0040300

## TROUBLESHOOTING

### Excessive noise

- Worn connecting rod big end bearing
- Bent connecting rod
- Worn crankshaft main journal bearing
- Worn transmission bearing
- Worn balancer bearing
- Incorrect balancer backlash adjustment

### Hard to shift

- Improper clutch operation
- Incorrect transmission oil weight
- Incorrect clutch adjustment
- Bent shift fork
- Bent fork shaft
- Bent fork claw
- Damaged shift drum cam groove
- Bent shift spindle

### Transmission jumps out of gear

- Worn gear dogs and slots
- Bent fork shaft
- Broken shift drum stopper
- Worn or bent shift forks
- Broken shift linkage return spring

### Engine vibration

- Excessive crankshaft runout
- Incorrect balancer timing