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Cool! I'am really happy

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My friends are so mad that they do not know how I have all the high quality ebook which they do not!

#Diego Butler



so many fake sites. this is the first one which worked! Many thanks

ENGINE

Crankcase Separation

1. Remove flange bolts (10) from magneto side crankcase evenly as a cross-circle pattern.
2. Separate crankcase by tapping with a soft faced hammer in reinforced areas.
3. Tap lightly on balancer gear with a brass drift through the hole in the crankcase. If necessary, to remove the balancer shaft stays in the PTO side crankcase. Match the gap along the crankcase mating surface and separate the crankcase evenly. It may also be necessary to tap the oil pump shaft lightly to separate the crankcase.

CAUTION

Do not strike the oil pump shaft at an angle or the shaft may bend, causing irreparable damage. Tap only lightly on the pump shaft if necessary.

4. Remove the Mag (9) crankcase from the PTO case.

Oil Pump Removal / Inspection

1. Remove pump shaft bearing (A) and thrust washer (B) from pump shaft.
2. Remove (2) bolts holding pump drive gear (C).
3. Inspect drive gear teeth for cracks, damage or excessive wear.
4. Remove three oil pump retaining bolts and pump.
5. Inspect mating surface of crankcase and oil pump. Check for nicks, burrs, or surface irregularities.
6. Remove the three screws and strainer screen from pump.
7. Clean screen thoroughly.

3.39

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