2. CYLINDER BLOCK

- Remove service hole cover and service hole plugs using hexagon wrench [14 mm (0.55 inch)].
- Rotate crankshaft to bring #1 and #2 pistons to bottom dead center position, then remove piston circlip through service hole of #1 and #2 cylinders.

- Draw out piston pin from #1 and #2 pistons using ST. ST 499097700 PISTON PIN REMOVER

**CAUTION:** Be careful not to confuse original combination of piston, piston pin and cylinder.
1. Similarly remove piston pins from #3 and #4 pistons.
2. Remove bolts which connect cylinder block on the side of #2 and #4 cylinders.
3. Back off bolts which connect cylinder block on the side of #1 and #3 cylinders two or three turns.
4. Set up cylinder block so that #1 and #3 cylinders are on the upper side, then remove cylinder block connecting bolts.
5. Separate left-hand and right-hand cylinder blocks.

**CAUTION:** When separating cylinder block, do not allow the connecting rod to fall and damage the cylinder block.

9. Remove rear oil seal.
10. Remove crankshaft together with connecting rod.
11. Remove crankshaft bearings from cylinder block using hammer handle.

**CAUTION:** Do not confuse combination of crankshaft bearings. Press bearing at the end opposite to locking lip.

12. Draw out each piston from cylinder block using wooden bar or hammer handle.

**CAUTION:** Do not confuse combination of piston and cylinder.