

Tearing Down the Motor

Got the motor out ready to start tearing it down. I'm gonna do pictures on the whole process of fixing the Hydrolock but this post is just the engine removal. I will add links to this post to the process as I go along with posting them as I go. Comments in the pictures, I had to double and triple up on some



(Left) I'm using my 2 post lift and hanging the bike from the frame with straps pictures to get within the 40 pics per post FB allows.



(Right) Disconnected the battery



(Left) Drain the radiator and remove the hoses and disconnect the 2 pin Black connector from the wires at the neck. Remove the bolt from the top of the radiator then slide the radiator to the left to slide it off the frame stays.



(Right) These just slide off the frame stays to the left



(Left) Disconnect all the plug wires



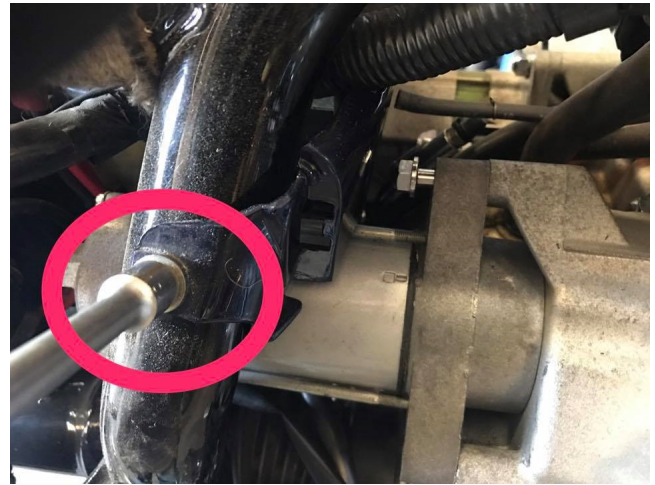
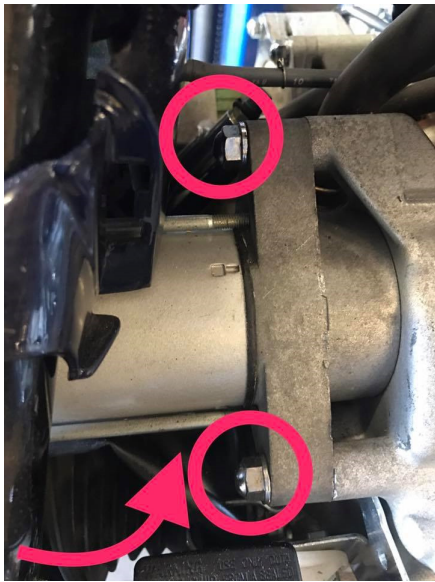
(Right) Fish them out the back and zip tie them up out of the way on each side



(left) Remove the rear master cylinder cover with the Allen screw at the bottom

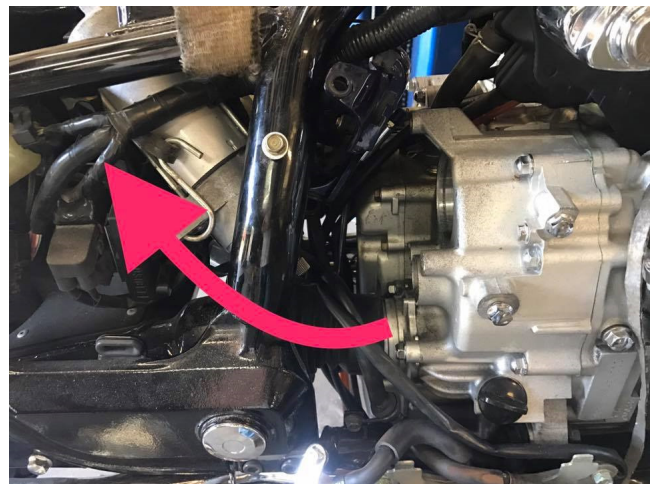


(right) Remove the master cylinder reservoir



(left) Remove the 3 bolts holding the starter on. One won't come out as it hits the swing arm but loosen it all the way.

(Right) Take the 2 mounting bolts out of the center cover from each side



(left) Roll the starter towards you to access the wire post and remove the positive lead.

(right) Slide the starter back and up and tie it off up out of the way



(left) Disconnect all the engine sub-harness wires at the neck. A 4 pin white connector, 2 pin blue and a 4 pin red connector.



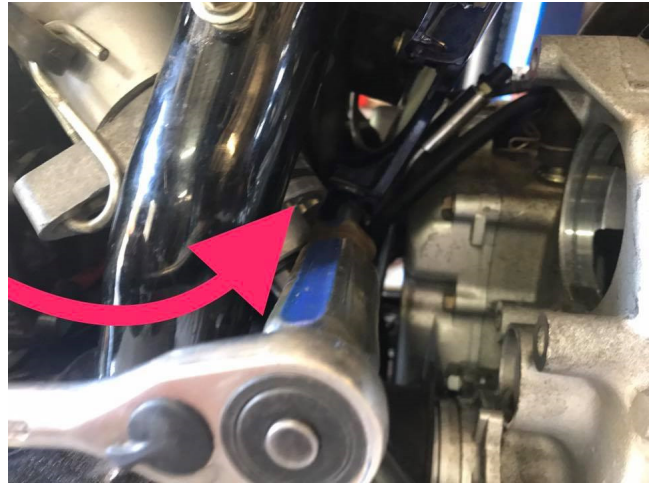
(right) Remove the right side radiator - horn bracket and release the sub harness wires from the frame holders.



(left) Remove this

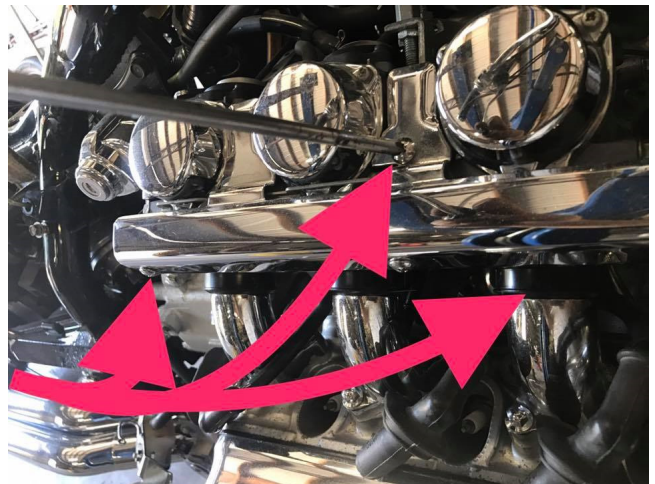
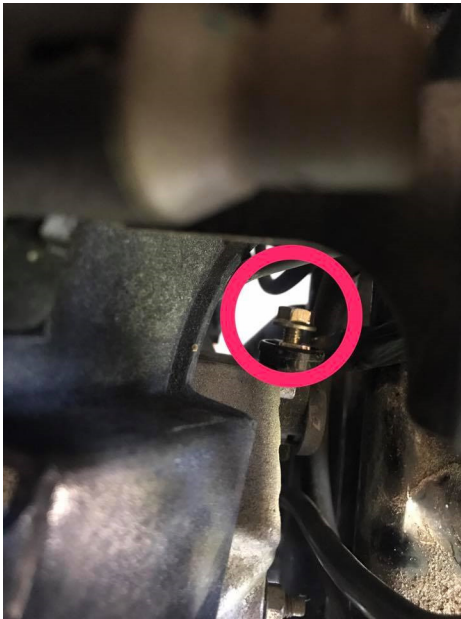


(right) Remove the coolant reservoir bottle and push the hoses off. Be careful not to break the plastic nipples when removing the hoses.



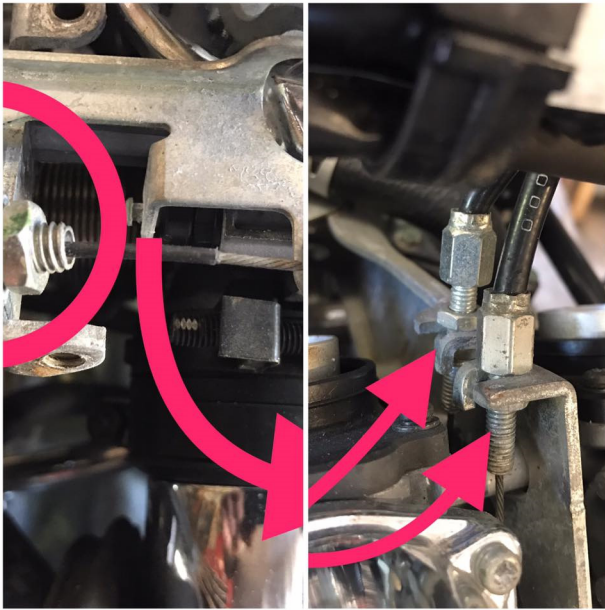
(left) Behind the reservoir there is another group of wire connections covered by a plastic cover. Disconnect the 2 pin white connection that goes to the alternator

(right) Remove the wire from the alternator post. I found it was easier to access it from the right side with a long extension



(left) Hard to see it but it's in there

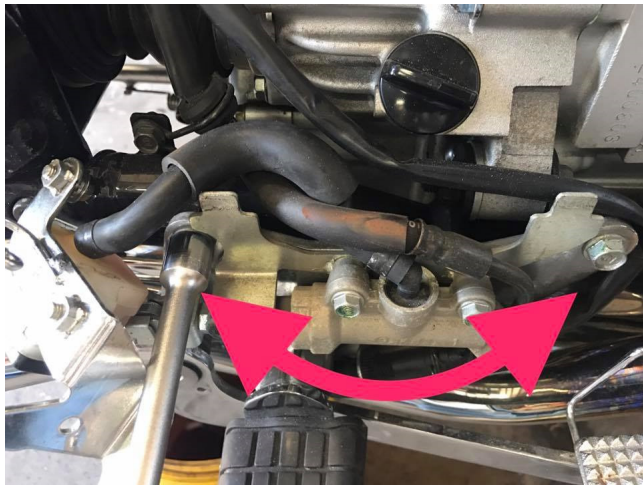
(right) Remove the carb linkage covers from both sides



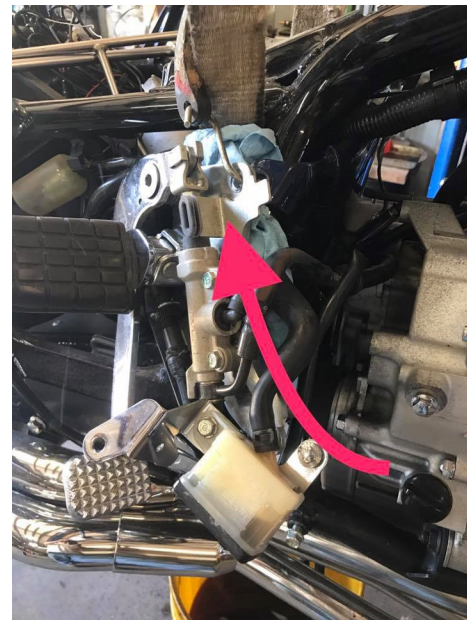
(left) Remove the choke and throttle cables from the cable stays and throttle drum



(right) Drain the Clutch fluid and remove the Clutch hose from the slave cylinder. Don't lose the the little sealing washers



(left) Remove the right side foot peg, brake reservoir, and hose holder as 1 assembly



(right) Swing it up out of the way and tie it off from falling back down



(left) Remove the left side footpeg



(right) Remove both side engine guards



(left) Remove the shifter arm, I use a long extension and swivel socket to remove the 10 mm bolt holding it on



(right) Remove the exhaust from both sides



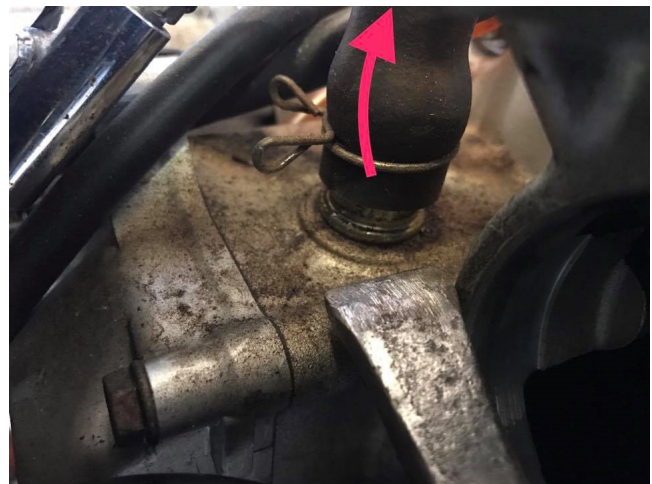
(left) Either pull the hoses out of the holder or remove the hose holder from the engine



(right) Support the motor to ready it for removal



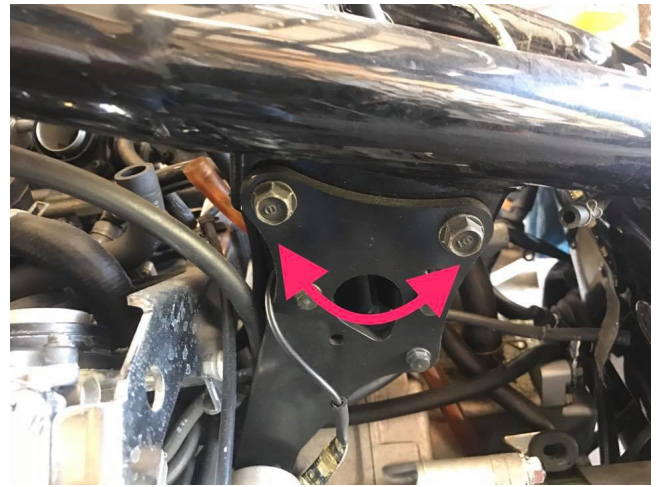
(left) Remove the lower motor mount bolts front and rear from both sides then remove the sub frame by removing the Allen bolts from each side



(right) Push the crankcase vent tube off



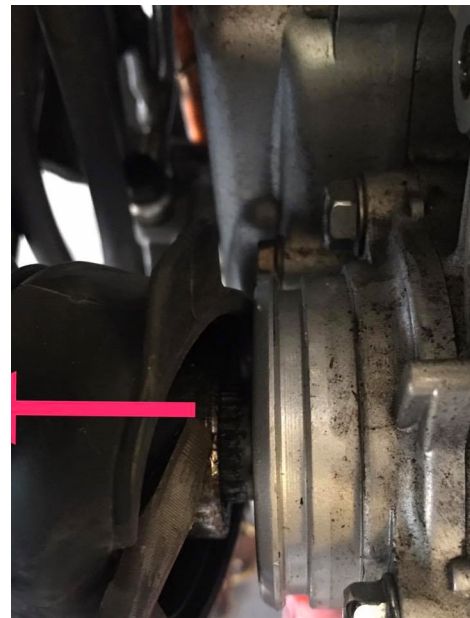
(left) Remove the front upper motor mount bolts and the cross frame tube



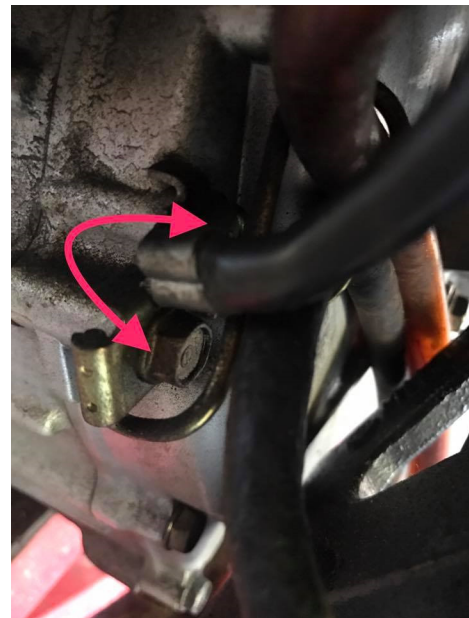
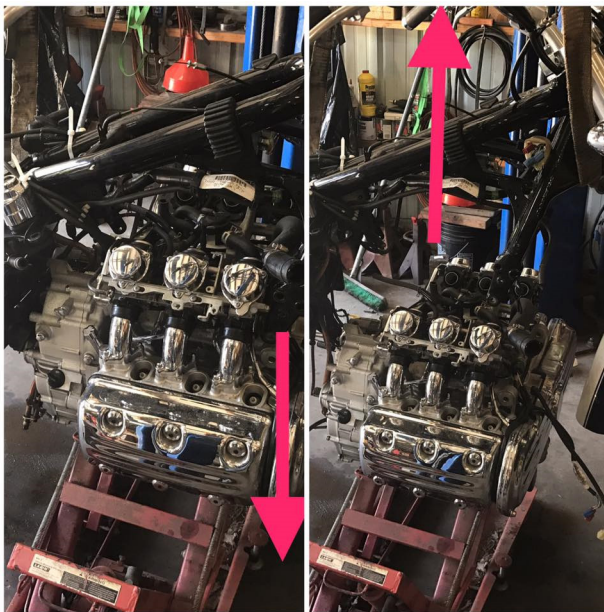
(right) Remove the 2 bolts from each side holding the motor mount brackets



(left) Remove the motor mount bolts at the other end of the brackets and swing them up out of the way and tie them off



(right) Move the motor a little forward and push the u joint off the output shaft



(left) Either lift the bike off the motor or lower the motor out of the bike depending on your jack situation. Watch the hoses and wires to make sure they don't hang up

(right) Once the motor moves forward a little you can access the engine ground and hose hanger a little easier, remove them both



(left) Motor should come right out now



(right) Ready to start tearing into it now. Here's the link to the engine tear down
<https://www.facebook.com/groups/2232984346/permalink/10156311325799347/>