

24. Remove the kick starter driven gear. Account for the washer and the spring.



DSC02127

25. Remove the 10 mm nut securing the centrifugal clutch housing.



DSC02130



DSC02131

26. Remove the centrifugal clutch/driven pulley assembly as a unit together with the belt.



DSC02132

27. Remove the 28 mm nut securing the centrifugal clutch/driven pulley components.

⚠ WARNING

There is a spring between the centrifugal clutch assembly and the movable driven face. Care must be taken when removing the 28 mm nut to relieve spring tension gradually to avoid injury.



DSC02133



DSC02135

28. Remove the 14 mm nut securing the countershaft sprocket to the countershaft.

■ **NOTE:** When removing the countershaft sprocket with the engine out of the frame, it will be necessary to hold the sprocket in a vise or in another suitable holding device. Account for the washer and spacer.

2. Remove the cotter pin, castle nut, and washer; then remove the hub assembly.



MD2133

3. Slide brake backing plate assembly off the spindle shaft and secure it out of the way.
4. Remove the cotter pin from the outer tie rod end; then while holding the flat on the tie rod end, remove the castle nut.



MD2428

5. Remove the tie rod end from the steering knuckle.
6. Remove the rubber spindle pin boot; then remove the cotter pin and flanged castle nut from the spindle pin. Lower the steering knuckle assembly from the A-arm.



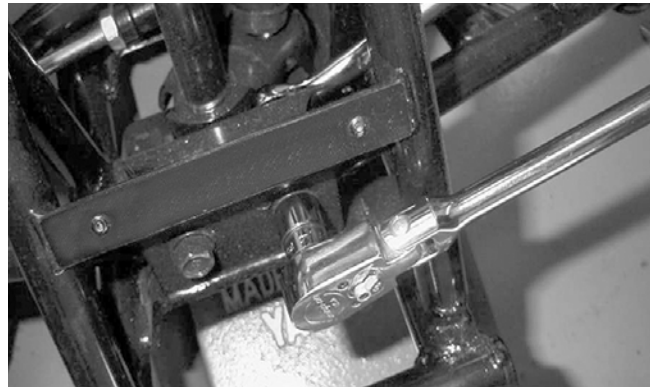
MD2113

7. Remove the cap screw and self-locking nut from the A-arm.



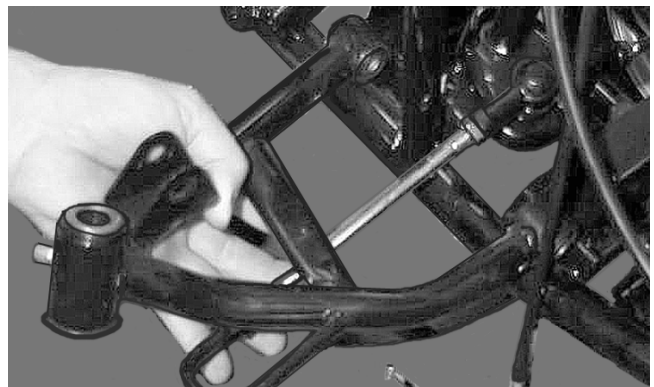
MD2132

8. Remove the cap screws and self-locking nuts securing the A-arm to the frame.



MD2121

9. Remove the A-arm.



MD2119

CLEANING AND INSPECTING

■ **NOTE:** Whenever a part is worn excessively, cracked, or damaged in any way, replacement is necessary.

1. Clean all A-arm components in parts-cleaning solvent.
2. Clean the tie rod mounting hole of all residual Loctite, grease, oil, or dirt for installing purposes.
3. Inspect the A-arm for bends, cracks, and worn bushings.