FLYWHEEL

Removal.

1. Remove screw securing flywheel to crankshaft. Thread knock-off screw (Special Tool No. T 8998) into crankshaft until it bottoms. Back out two full turns.
2. Insert flywheel removal tool (Special Tool No. T 2989) between flywheel and top of powerhead.

CAUTION

Angle wedge to avoid contact with stator ring.

3. Pry up on flywheel with removal tool and tap knock-off screw with 16 oz. hammer. Figure 2.

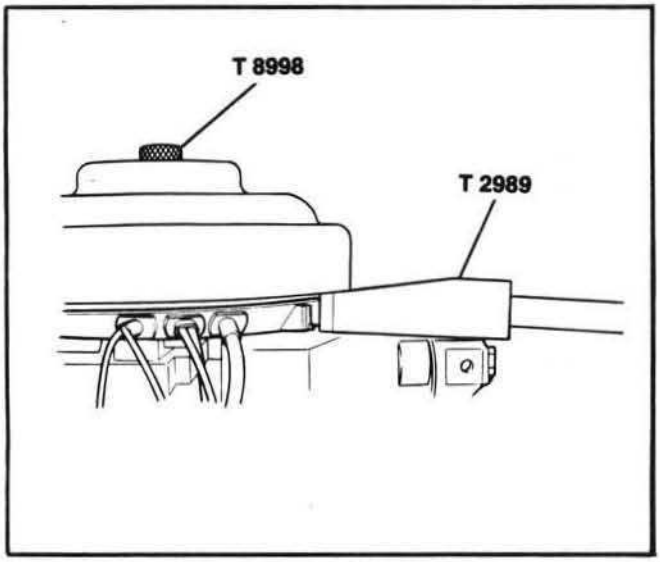

Figure 2. Removing Flywheel.

CAUTION

Do not strike screw with excessive force as this can damage crankshaft and crankshaft bearings.

4. Remove knock-off screw and lift flywheel from crankshaft.

Inspection.

1. Visually inspect flywheel for cracks and breaks.

WARNING

Cracked or chipped flywheels must be replaced. At high engine RPM a damaged flywheel can fly apart, throwing metal fragments over a large area.

2. Inspect taper in bore of flywheel:
   A. Remove flywheel key from crankshaft.

CONDENSER

General. When the magnetic field in the coil collapses, voltage much higher than the original voltage is induced into the primary winding. As the breaker points open, the current tends to continue flowing across the points. The resulting arc would damage the points in a short time.

The condenser, by absorbing the surge of high-voltage, dampens the tendency of current to arc across the points. The condenser also allows the magnetic field to collapse rapidly. This contributes to high-voltage being induced into the secondary windings.

Removal.

1. Remove flywheel.
2. Remove condenser lead from breaker point terminal block.
3. Remove screw retaining condenser to stator plate. Figure 3.
4. Remove condenser from stator plate.

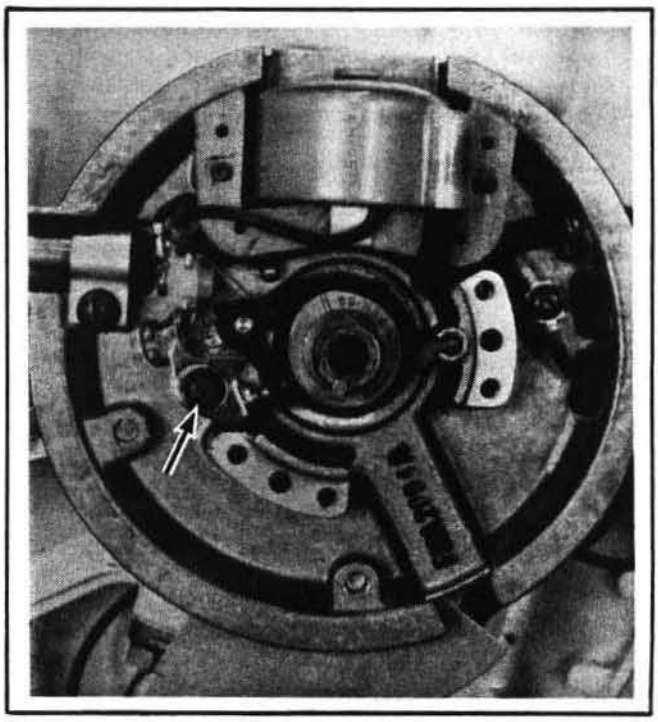

Figure 3. Removing Condenser.