

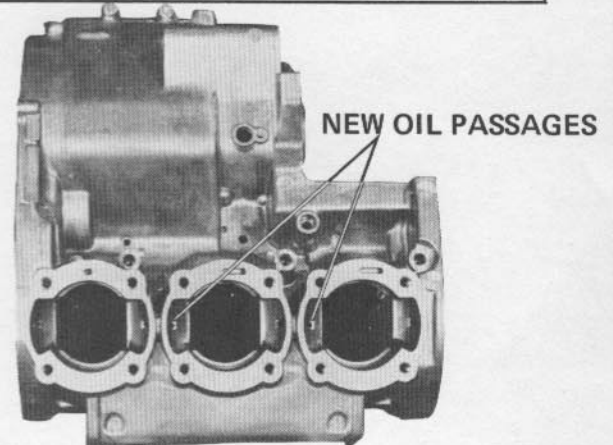
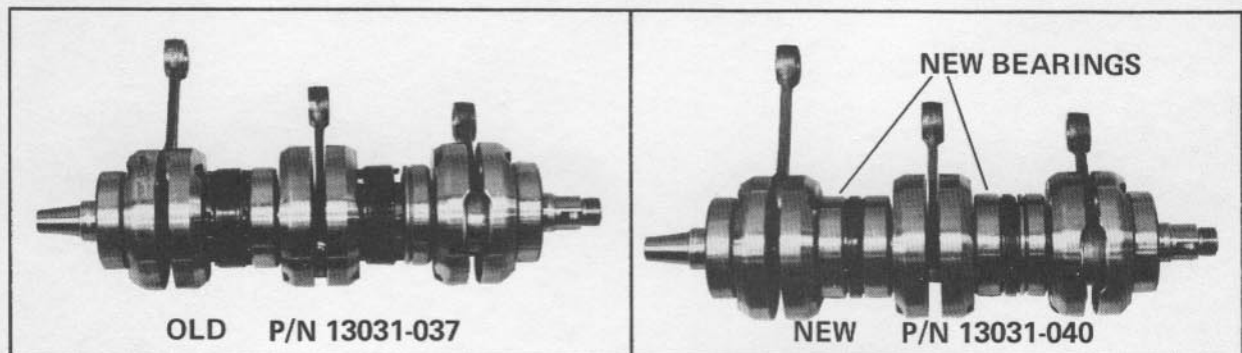
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BACKGROUND:

Even though the crankshaft has not been a serious warranty problem on the S2, there have been some cases of crank bearing failure on this model. As a result, the factory has decided to modify the crankshaft/crankcase assembly.

CHANGES:

All S2's, engine number S2E-18507 and above, have been fitted with a 6 main bearing crankshaft (P/N 13031-040). It is similar to the crankshaft used on the H1. This new setup reduces crankshaft flexing, and distributes the engine load more evenly for smoother, quieter operation. The oil seals and bearing collars have also been modified so that the 6 bearing crankshaft can be installed on older S2's which were originally equipped with 4 bearing units.



To improve lubrication of the two new bearings, additional oil passages have been bored into the upper crankcase half. These cases have been installed on all S2's from engine number S2E-24749 up. The part number is unchanged.

PARTS INFORMATION:

| DESCRIPTION | OLD PARTS | | NEW PARTS | | INTER-CHANGE OLD ↔ NEW | EFFECTIVE I.D. |
|---------------|-----------|----------------|-----------|----------------|---------------------------|-------------------|
| | OLD P/N | REMARKS | NEW P/N | REMARKS | | |
| S2 Crankshaft | 13031-037 | 4 Bearing | 13031-040 | 6 Bearing | ← ⊕ → | S2E-18507 |
| S2 Crankcase | 14001-049 | 4 Oil Passages | Same | 6 Oil Passages | ← ⊕ → | S2E-24749 |

O = will interchange X = will not interchange □ = not available

WARRANTY INFORMATION:

This is a factory production change for routine product improvement. This bulletin is for notification of modification only, not for warranty authorization. ■