



timing before progressing. I've started by temporarily refitting the generator stator which allows me to accurately line up the 'T' mark, ensuring the engine is at top dead centre.

Picture ten: The camshaft now drops into place in the head and I've rotated it to line up

this punchmark with the cylinder head flange. This will index the timing correctly. The new camchain is wrapped around the sprocket and temporarily retained with a loop of electrical wire to stop it dropping into the engine while I double check the timing marks.

Picture 11: Riveting up the soft link into the new camchain is a delicate job as it's easy to drop the link or its end plate down into the engine. It's possible to buy a special tool for riveting up the link but I've always got satisfactory results using a nut splitter like this.