



cable should also be disconnected at this stage.

**Picture 11:** Removing the right hand cover reveals the clutch and primary drive assembly. Unusually, the XS650 engine carries its oil pump mounted inside the engine cover, driven off a gear from the primary drive. This gear also drives the tachometer

cable. I'll take a close look at the oil pump later. The clutch assembly will have to be removed to gain access to the gear selector mechanism behind it.

**Picture 12:** With the clutch springs, pressure plate and friction plates removed the whole clutch assembly is held on the end of

the input shaft with a single nut retained with a locktab. This nut is tight, and some means of stopping the clutch drum from rotating is useful whilst undoing it. Not for the first time I'm resorting to my trusty Kawasaki service tool, a rather crude device fabricated from two steel claws welded onto a pair of Mole