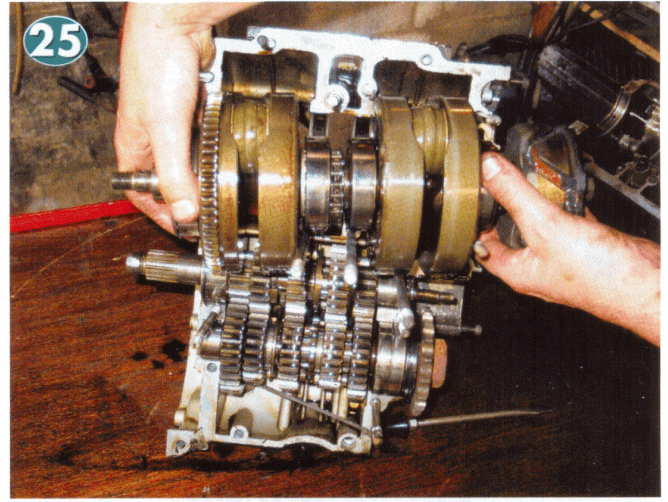


**Picture 22:** The rear camchain slipper blade is fixed into the top of the crankcase mouth with four Phillips head screws which can now be released. And here I finally discover why it's necessary to split the camchain to totally strip one of these engines; the camchain loops around a small tubular brace on the slipper blade mounting. However, I have learned that it's possible to strip the engine's top end only without splitting the camchain, which should save a few headaches if you just want to do a rebore or valve grinding job.

**Picture 23:** Turning the engine over now, I

can remove the bolts which retain the sump and lift it clear. The sump filter is a gauze strainer which can be cleaned off in paraffin and dried off. A small magnetic plate is bonded along the gauze and will also need careful cleaning before re-fitting.

**Picture 24:** A quick check round to make sure I've removed all the ancillaries and it's time to split the cases. Like all Japanese engines, there are crankcase retaining bolts fitted from both the top and the bottom half and it's important to find them all and remove them before tapping the cases apart with a



rubber mallet. With the joint split, the lower casing just lifts away and leaves the crankshaft and gearbox shafts in the upper casing.

**Picture 25:** And finally the crank and gear shafts lift out. Just to prove a point I've left the camchain in place while I lift out the crankshaft. So it's even possible to remove the crank without splitting the camchain, should you so desire.

*Next month: I'll be taking a good look at the parts from the stripped engine to see what needs replacing for the rebuild.*