

on the top of the case.

There are no moving parts and nothing to go wrong. Check that the plastic tube is not pinched anywhere causing a restriction.

45. Removal of the Clutch

Remove the engine sprocket and clutch sprocket together as described in Subsection 42.

To remove the clutch hub, hold the clutch with Special Tool No. 49919 and remove the centre retaining nut and washer with a box spanner.

The hub can then be withdrawn from the shaft with Special Tool No. 49909.

46. Removal of the Final Drive Sprocket

Remove the clutch as described in Subsection 45.

Remove the primary chain tensioner.

Remove the rear half of the primary chain case by taking out three socket screws and the centre stud.

Remove the splined collar from the gearbox mainshaft using special extractor No. 49926.

Remove the grub screw locking the final drive sprocket nut.

Hold the sprocket and remove the nut (**Right-Hand Thread**). The sprocket can then be withdrawn.

47. Oil Seal Behind Engine Sprocket

This consists of a neoprene oil seal, with a garter spring, backed up by one steel washer. The correct order of assembly is as follows:—

(1) Press the oil seal W43382 into the chain case from the front with the garter spring facing the inside of the case. The seal should be pressed in till its outer face is flush with the inner surface of its housing in the back half of the chain case.

(2) Into the recess thus formed at the back of the chaincase fit the washer W34069.

(3) Fit the back half of the chain case to the engine and tighten the three socket screws. Engines numbered 1B1001 to 1B2001 require C.E.1 threaded screws Part No. 38027, engines numbered 1B2002 and later require B.S.F. threaded screws Part No. 49918. Tightening the screws should result in the oil seal being pushed in to the chain case so that its face stands slightly proud of the inner surface of its housing.

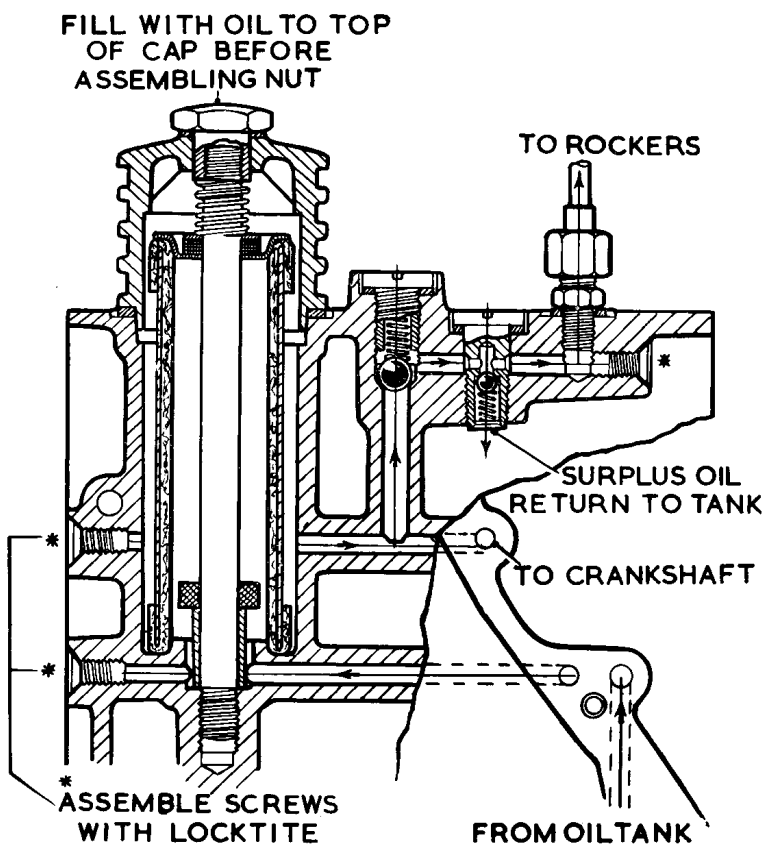
(4) Fit the engine sprocket, taking great care not to damage the lip of the seal when pushing the sprocket through it.

48. Oil Pipe Unions

The oil feed to the rocker gear is through pipes from a union at the back of the crankcase below the cylinder base to unions on the cylinder heads.

The tapped holes into which the unions screw into the aluminium cylinder heads are fitted with steel wire inserts to prevent the threads in the aluminium from stripping.

The method of fitting the thread inserts is the same as that used for the sparking plug inserts described in Subsection 31.



OIL RELEASE VALVES AND OIL FILTER

Fig. 11