

# COMPLETING THE STRIP

**Last month John Wyatt left off at roughly halfway through his dismantling job on a CX500 engine that's in pretty rough shape. Our picture sequence continues from last month.**

- Returning to the front of the engine fit the driven gear holder (part number 07924-4150000) (pic 19) to the driven gear. Turn the engine round again and remove the CDI pulser rotor (pic 20).

- Undo the flywheel bolt (pic 21) and remove flywheel using the rotor puller (part number 07733 0020000). Do not damage the pulser pick-up found on the flywheel outer.

- Remove the reduction gear and shaft as well as the camchain tensioner guide set plate together with the spring. Remove the lock bolt and collar, the tensioner itself and the camchain guide (pics 22, 23 and 24).

- Remove the two 7mm dowel bolts and take out the cam sprocket and cam-chain (pic 25). Temporarily refit the cam sprocket and using the gear holder (part number 07924-4150000) remove the 27mm locknut, and remove cam sprocket and its boss (pics 26 and 27).

- Remove the camshaft holder at the front of the engine, three bolts (8mm spanner needed) and remove the camshaft through the engine front (pic 28).

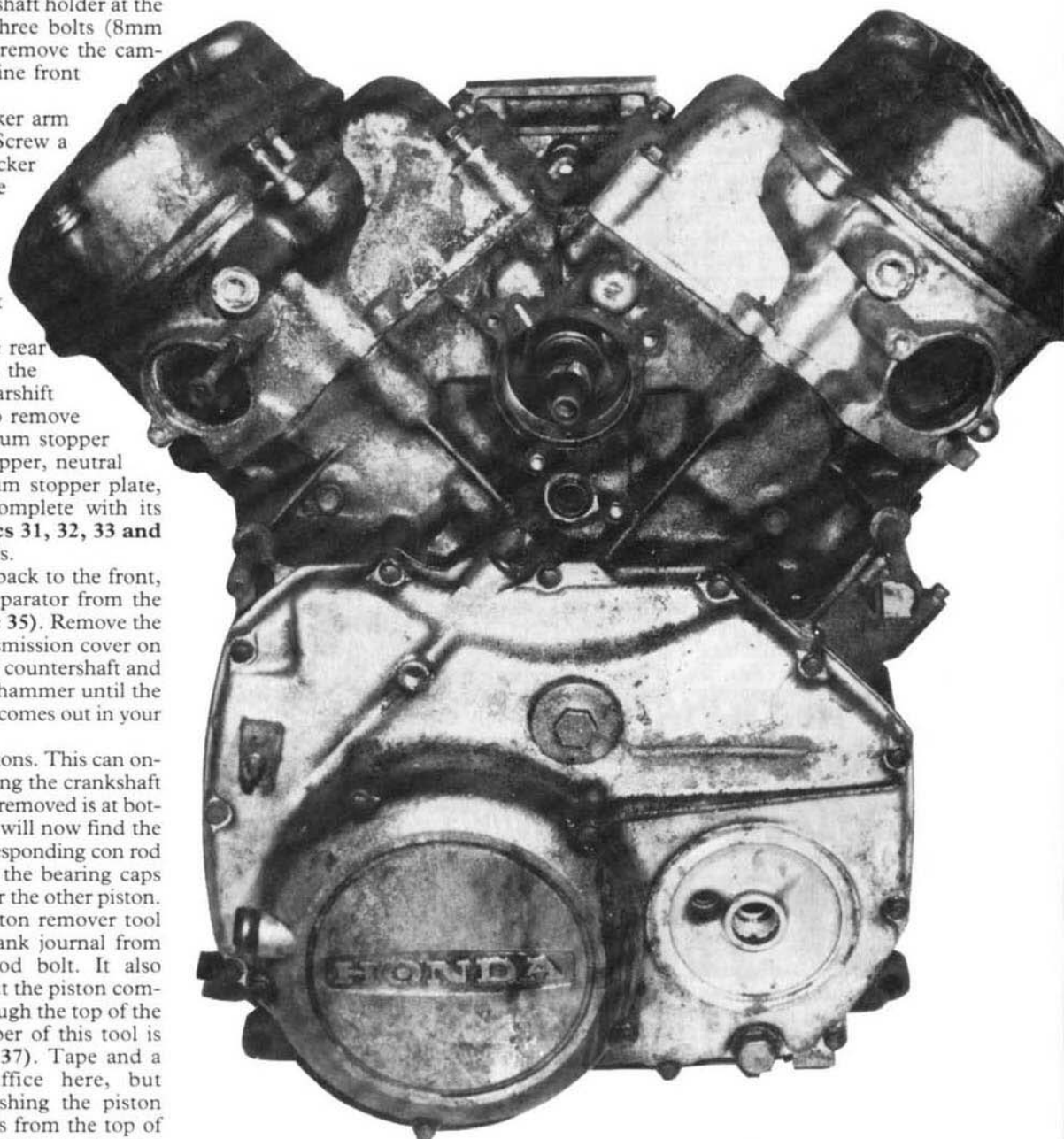
- Remove the rocker arm shaft bolts (pic 29). Screw a 6mm bolt into the rocker arm shaft and pull the rocker arm shaft and spring outwards (pic 30). Do not mix up these parts and mark them for correct re-assembly.

- Returning to the rear of the engine, remove the final shaft and the gearshift spindle (pic 31). Also remove gearshift arm, shift drum stopper spring, shift drum stopper, neutral switch plate, shift drum stopper plate, the gearshift drum complete with its plate and pins. See pics 31, 32, 33 and 34 for assembly details.

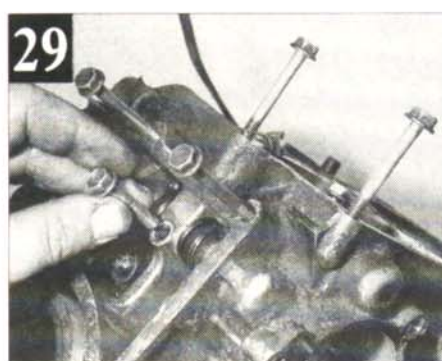
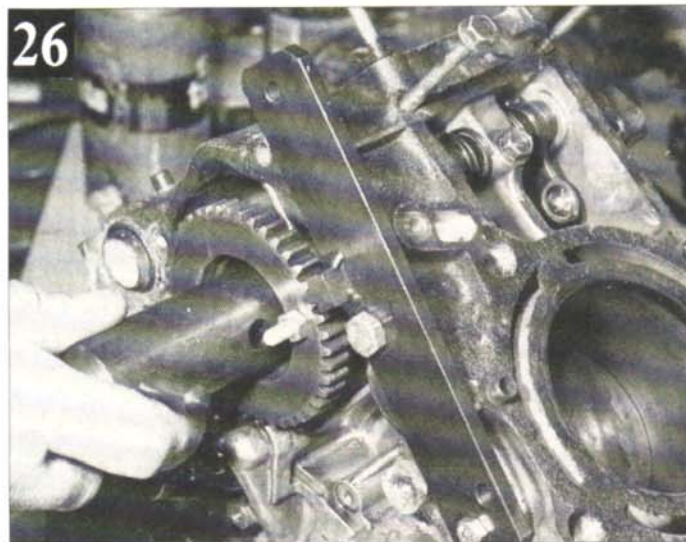
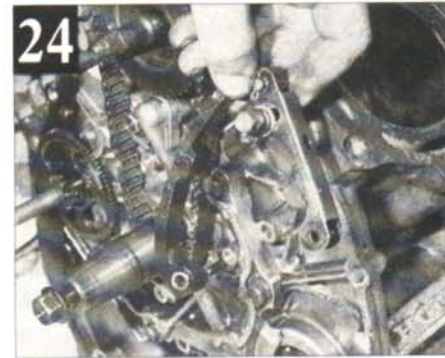
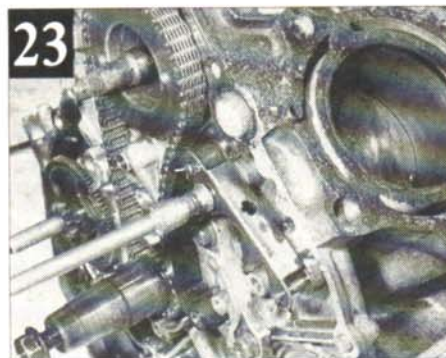
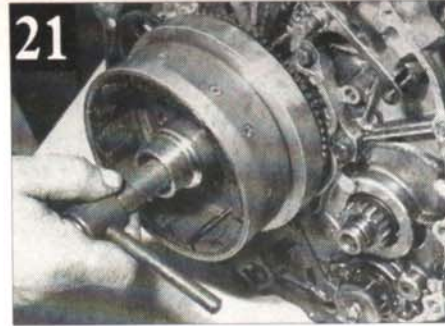
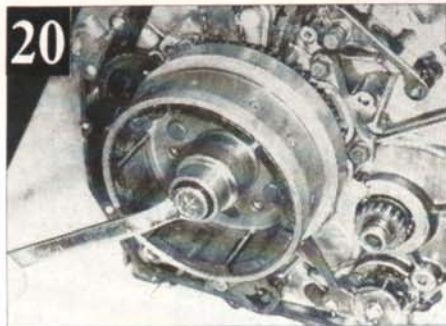
- Spin the engine back to the front, and remove the oil separator from the transmission door (pic 35). Remove the bolts holding the transmission cover on and tap the ends of the countershaft and shift drum with a soft hammer until the complete transmission comes out in your hand (pic 36).

Now remove the pistons. This can only be achieved by turning the crankshaft so that the piston to be removed is at bottom dead centre. You will now find the bearing cap of the corresponding con rod is accessible. Remove the bearing caps evenly. Do the same for the other piston.

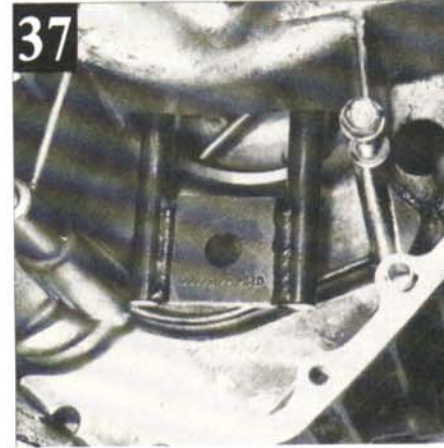
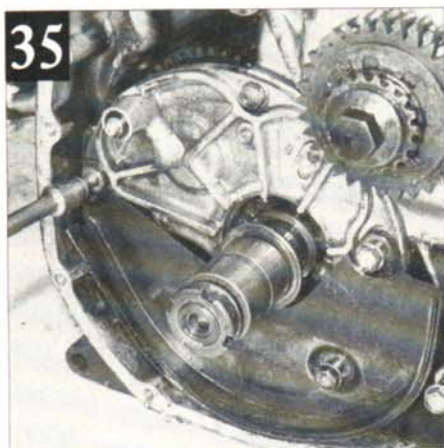
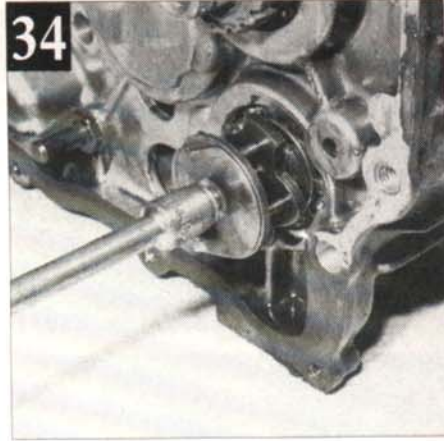
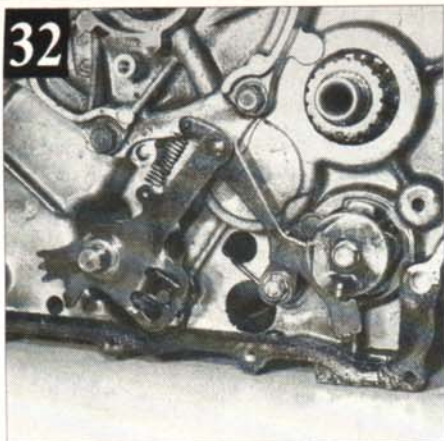
- Honda sell a piston remover tool which protects the crank journal from damage by the conrod bolt. It also enables you to push out the piston complete with conrod through the top of the block. The part number of this tool is 07941-4150000 (pic 37). Tape and a small hand will suffice here, but remember, before pushing the piston out, scrape all deposits from the top of the cylinder in order not to damage











piston and rings.

● Now is a good time to clear up and bag all the parts you have removed and to make any small notes you may need later. The next procedure will be to remove the crankshaft so you do not want to drop this onto an already oily, over-full bench.

● Set the gear holder (part number 07924-4150000) onto the primary gear to prevent it from turning (**pic 38**). Remove the bolt, oil pump sprocket, side plate, sub gear and primary gear, marking the sub gear and the side plate to indicate their previous locations.

● Before removing the crankshaft wrap the splines of the primary gear and the timing sprocket with tape. You will now need a crank cap puller (part number 07935-4150000). Bolt this to the front of the engine and winding in the bolt, push out the crankshaft complete with its cap (**pic 39**).

**Y**OU have now stripped completely what should be a simple engine, but by now you have realised some of its complexities.

In the next issue I will discuss and explain ways to make up the various pullers. Do not be tempted to circumvent these by badly thought out actions as serious (and by serious I mean expensive) damage will result.

I will also detail the differences over the years, especially to the cam chain tensioner which was the source of trouble on some machines — although as with all Hondas, changing the oil and filter regularly are paramount to a reliable and efficient machine.

