

- To remove the rear cylinder Head cam shafts, turn the engine UNTIL THE 'T1' mark on the Timing Plate Aligns with the STATIC Timing mark on the crankcase cover, and the index lines on the right-hand end of the camshafts are facing away from the Head and aligning with the index mark on the camshaft holders, the NO. 1 (rear left) cylinder is at TDC on the compression stroke.

- UNCREW the camshaft holder bolts for the camshaft being worked on and ALL the bolts securing the central oil pipe and plate assembly, evenly and a little at a time in a criss cross pattern until they are all loose. To separate the camshaft from the holders, align the cam lobe with the lobe-shaped hole in the holder, then remove the camshaft.

Extra note:

The Front cylinder Head is marked FR IN
and the exhaust camshaft is marked FR EX
The Rear cylinder Head is marked RR IN
and the exhaust camshaft is marked RR EX

Achievements:

- Overcame Technical Limitations of sample preparation and detection methods
- Critically review the analytical outcome.