

NOTE If an alternator is fitted the oil pump spindle gear must be engaged 1 tooth anti-clockwise from the position shown above.

Fig. 22. Oil pump with bottom cover and filter removed—position of pump drive at No. 1 TDC firing—when generator is fitted.

Remove 4 $\frac{7}{16}$ in. A.F. nuts and 1 cheese head screw holding base to the pump body.

Remove oil pump base taking care to prevent the oil pump outer rotor from falling out.

Retain the oil pump outer rotor in position by replacing the cheese headed screw with a large washer under its head.

Wash the wire gauge in paraffin and blow it dry with clean compressed air.

When replacing the filter and oil pump base do not use any jointing compound or gasket between the oil pump body and base faces.

To remove (See Fig. 22)

Remove distributor cap and turn engine so that the groove in the crankshaft pulley lines up to the T.D.C. pointer when the distributor rotor is at No. 1 firing position. No. 1 cylinder is the one nearest to the crankshaft pulley.

There is no need to remove the distributor.

Remove the sump.

Remove the oil pump base and use the cheese headed screw and a large washer to prevent the pump outer rotor from falling out.

Note that the offset slot, in the pump gear extension, and the distributor drive tongue are at one of the positions explained in Fig. 22.

Withdraw pump.

To replace

As the distributor takes its drive through an offset tongue engaged in an offset slot in the oil pump gear extension, correct ignition timing is dependent on the correct meshing of the oil pump driven gear to the driving gear on the crankshaft.

If the engine is not turned, after removing the oil pump, correct replacement is a reversal of the removal procedure and ensuring that the oil pump drive is in one of the positions explained in Fig. 22.

If the engine has been turned after removing the oil pump, with the distributor left in position, it should be turned to No. 1 T.D.C. on the firing stroke and the distributor rotor turned to No. 1 firing. The pump can then be replaced so that its driven gear is engaged to obtain one of the positions explained in Fig. 22.

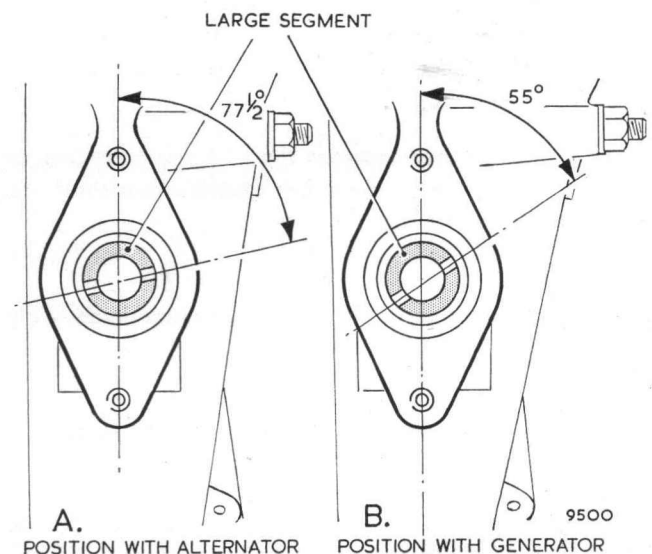


Fig. 23. Position of oil pump drive for No. 1 TDC firing