

FIXING BOLT

Fig 27 Camshaft sprocket fixing bolt

## CYLINDER HEAD—VALVE GEAR—AND TOP OVERHAUL

### Valve cover—To remove and refit

Owing to the angle at which the engine is inclined a small amount of oil always remains in the valve gear, and if the valve cover is removed, this oil will run onto the manifolds and other engine parts. To prevent this the car should be raised and lowered before removing the valve cover; with the engine stationary, so that oil can drain from the valve gear into the timing chain compartment.

Remove air cleaner from carburettor. This is described in Section "C" under "Air Cleaner".

Disconnect fuel feed pipe to carburettor at fuel pump end.

Remove two  $\frac{1}{2}$  in. A.F. nuts holding fuel pump to valve cover and remove fuel pump carefully noting number of joints between pump and cover. Tie pump up above engine to prevent fuel draining through pump.

Undo eight  $\frac{7}{16}$  in. A.F. nuts. Remove the eight washers and lift off cover.

Replacement is a reversal of the removal procedure. A new joint should always be used under the cover and the fuel pump must be replaced with the same number of joints as these are used to control the fuel pump output pressure.

### Cylinder head—To remove

If the cylinder head is being removed for the valves to be ground in, see page 28 under "Valve clearances—when to check"

Disconnect battery positive lead.

Remove radiator cap and drain radiator and cylinder block. The drain taps are situated in the radiator bottom tank and on the right-hand side of the cylinder block. They can be reached from under the back of the car.

Remove air cleaner from the carburettor. See Section C "Air Cleaner".

Disconnect and remove fuel pipe from pump to carburettor.

Remove two  $\frac{1}{2}$  in. A.F. nuts holding fuel pump to rocker cover, lift out fuel pump and tie it to a convenient point to prevent fuel draining from the fuel tank. Very carefully note the number of joints between the fuel pump and rocker cover as these determine the fuel pump pressure.

Remove vacuum advance pipe from its connection on the carburettor and unbolt its clip from the position on the front of the rocker cover.

Remove valve cover.

Remove sparking plugs.

Bend back tabs of the sprocket wheel fixing bolt locking plate. See Fig. 27.

Insert camshaft chain tensioner compressing tool R.G. 354 as shown in Figs. 28 and 40.

Block up timing case with clean lintless rag.

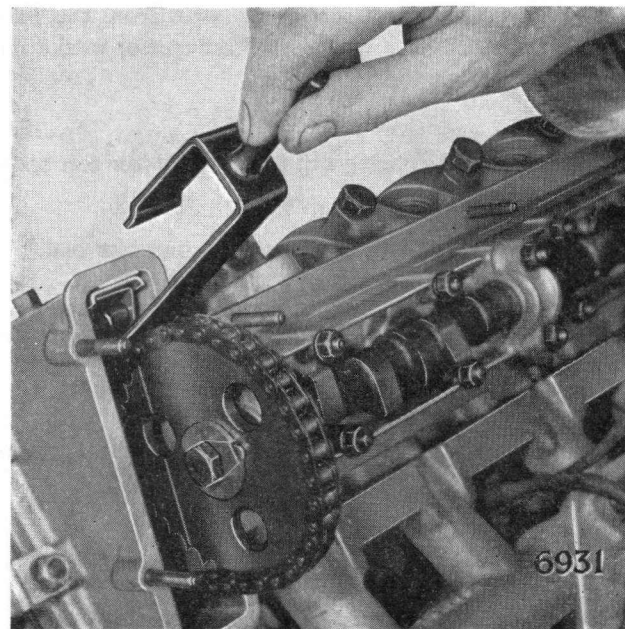


Fig. 28. Inserting camshaft chain tensioner compressing tool R.G.354