

Fig. 43. Timing cover with crankshaft pulley oil seal correctly fitted

TIMING CHAIN COVER, TIMING WHEELS AND TIMING CHAIN AND CHAIN TENSIONER

Timing chain cover—To remove

Turn engine to No. 1 T.D.C. firing position and remove cylinder head.

Remove sump and support the weight of the engine as near to the rear end of the crankcase as possible.

Remove the car body rear crossmember by removing bumper fixing bolts and four $\frac{1}{2}$ in. A.F. bolts and two $\frac{1}{2}$ in. A.F. nuts. The battery should be removed to give access to off side (right-hand) bolts

Remove water pump, fan assembly, crankshaft pulley and timing case fixing nuts.

Removing timing case drawing it backwards from the engine, noting that the distributor rotor turns from the four o'clock to the three o'clock position.

Note: ROUND RUBBER RING BETWEEN TIMING COVER CASE AND CYLINDER BLOCK. This ring seals the main oil gallery in its connection between the timing case and cylinder block. See Fig. 42.

Crankshaft pulley oil seal (See Fig. 43)

This seal may be removed without removing the timing cover, but this of course completely destroys it. New seals should be fitted with their contracting spring away from the outside of the cover.

Timing chain cover—To replace

This is the reversal of removal taking care to replace the rubber joint ring. New joints should be used and the distributor rotor set at the three o'clock position, before pushing the case into position.

Check ignition timing.

Timing chain tensioner (See Fig. 44)

This item may be removed by pushing downwards on the tensioner spring, to free the spring eye from the tensioner bottom mounting, and drawing the tensioner off.

Timing chain sprocket on crankshaft

This sprocket is easily withdrawn by a suitable puller

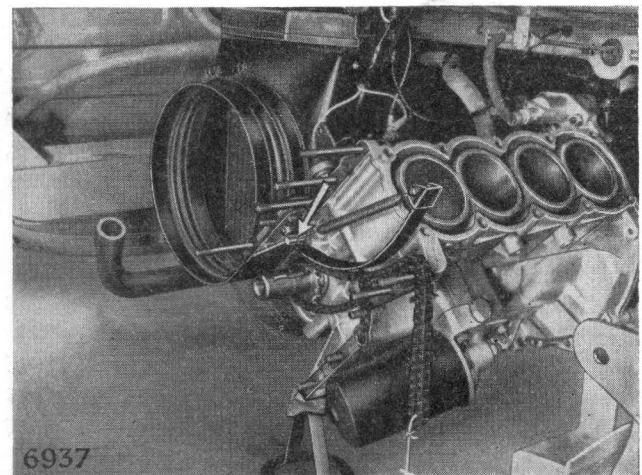


Fig. 44. Timing chain tensioner ready to remove