

Fig. 50. Rear main bearing cap oil seals and position to sparingly apply jointing compound

Crankshaft—To remove

This can only be done after removal and stripping of the engine. Most of the stripping operations needed have already been described and are therefore not given in detail.

Remove cylinder head as it is not possible to remove the timing case before this is done. See cylinder head to remove.

Remove sump.

Remove timing chain cover.

Remove timing chain and chain tensioner.

Remove pistons and connecting rods.

If the engine performance and oil consumption are satisfactory the connecting rods and pistons should be pushed to the tops of the cylinder bores and left in this position. This will save disturbing the piston rings.

Remove clutch.

Remove flywheel.

Remove main bearing caps and lift out crankshaft.

Any crankshaft having oval or scored journal or worn end thrust faces should be renewed, or reground and polished to one of the undersizes given in General Data under "Crankshaft".

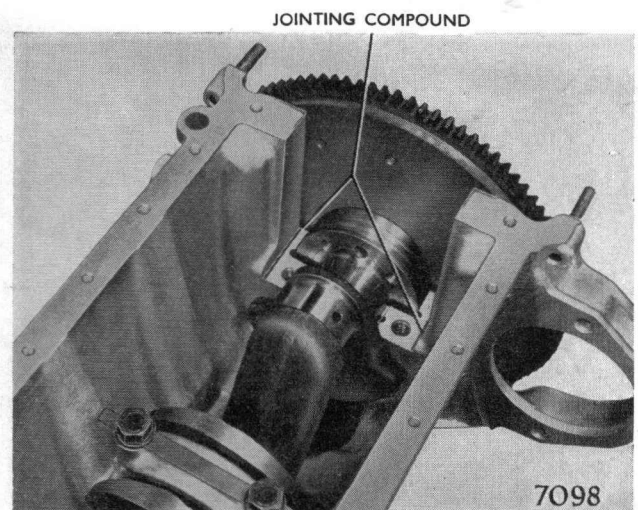


Fig. 51. Places at which jointing compound is applied before fitting rear main bearing cap

Crankshaft—To refit or replace

Check that the oilways are clear and free from black deposits, or preserving coating.

Two long round straight hard rubber joints with "club feet" are used each side of the rear main bearing cap. These joints are placed in the rear main bearing cap before it is fitted into position. They are used to prevent oil leaking along the sides or corners of the cap. See Fig. 50.

If there are any sharp edges on the cylinder block sump face, where it joins to the rear main bearing cap position, these joints may be cut as the rear main bearing is refitted. This will cause an oil leak. Any sharpness of these edges must therefore be carefully removed before refitting the rear main bearing cap.

On engines where the rear main bearing cap is not located by dowels, it is important to check the alignment of the rear main bearing cap oil return thread machined bore to the similar bore in the cylinder block. This can be done by using feeler gauges to ensure that the same clearance exists all the way round the crankshaft oil return thread, between its bores in the rear bearing cap and cylinder block.

A thin smear of "Hylomar" which is a high grade non-setting jointing compound should be applied in the positions shown in Figs. 50 and 51. Jointing compound must be kept off of the crankshaft oil return bore or return thread on the crankshaft.

NEW LOCKING PLATES, WASHERS AND JOINTS MUST BE USED WHEN REBUILDING THE ENGINE, WHICH IS CARRIED OUT IN THE REVERSE MANNER FOR DISMANTLING. See Fig. 52.

ALL BOLTS AND NUTS MUST BE TIGHTENED TO