

Fig. 52. Locking plates and locking washers correctly fitted to main bearings and big ends—Big end numbers are not stamped on new connecting rods.

THE CORRECT TORQUE GIVEN IN THE DATA SECTION UNDER TORQUE LOADING FIGURES.

FLYWHEEL RING GEAR

The starter ring gear is a shrink fit onto the flywheel. If necessary it can be removed and a new ring gear fitted.

To remove

Using a suitable size drill, drill a hole nearly through the starter ring between the bottom of two of the gear teeth. Further deepen this hole with a drill ground to flatten the hole end. Split the ring gear with a sharp cold chisel and lift split gear ring off of flywheel.

To fit new ring gear

Be sure that the flywheel is clean and free from burrs.

The new ring gear must be heated in the following manner so that it is expanded enough to be put on the flywheel.

THE NEW RING GEAR MUST NOT BE HEATED BY A NAKED FLAME AS THIS MAY OVERHEAT IT. OVERHEATING WILL SOFTEN THE RING GEAR AND CAUSE RAPID WEAR OF ITS GEAR TEETH.

Heat the new gear ring, by suspending it from wire hooks in a container of clean engine oil which has been heated to 200°C. (392°F.), until the ring has attained the same temperature as the oil. See Fig. 53.

To eliminate the possibility of fire, keep the container covered by a metal lid to prevent the flame from reaching the surface of the oil.

Do not allow starter ring (or thermometer) to rest on bottom of container or a false temperature may result.

Lift the heated ring from the oil by means of the wire hooks and quickly wipe away surplus oil with a lintless rag.

Place the new ring in position on the flywheel WITH CHAMFERED SIDES OF TEETH TO THE CLUTCH SIDE OF THE FLYWHEEL.

Make sure that the ring is bedding against its locating face. On cooling, the ring will contract and thus firmly grip the flywheel.

FLYWHEEL CENTRE BEARING

To remove

The clutch spigot bearing is a self-lubricating bush which is a press fit in the crankshaft end recess.

The bush may be removed by packing grease behind it and inserting a close fitting rod in the bush. A hammer blow on the end of the rod will then cause the bush to come out.

To fit

Before fitting, a new spigot bush should be soaked in engine oil for 24 hours at room temperature. The new bush should be driven into position with the special tool RG.536. This tool ensure that the bush bore is not crushed in during insertion, and positions the bush in the crankshaft bore to give the necessary $\frac{3}{16}$ in. (4.8 mm.) clearance between the bush end and clutch shaft spigot end.

NOTE. Incorrect fitting of this bush can cause bush squeal when the clutch is disengaged.

ENGINE

Removal procedure—cars

The engine can be removed leaving the transaxle unit in position or it can be removed with the transaxle attached. The method used will depend upon the work to be undertaken. If only the engine, or clutch, needs overhaul the engine should be disconnected from the transaxle bell housing and the transaxle left in position in the vehicle as shown in Fig. 54.

Removal procedure—vans

On vans the engine is removed and refitted with the transaxle attached. The correct procedure to follow is given on page 44.

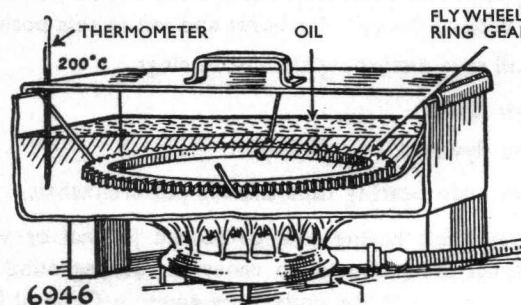


Fig. 53. Heating starter ring gear