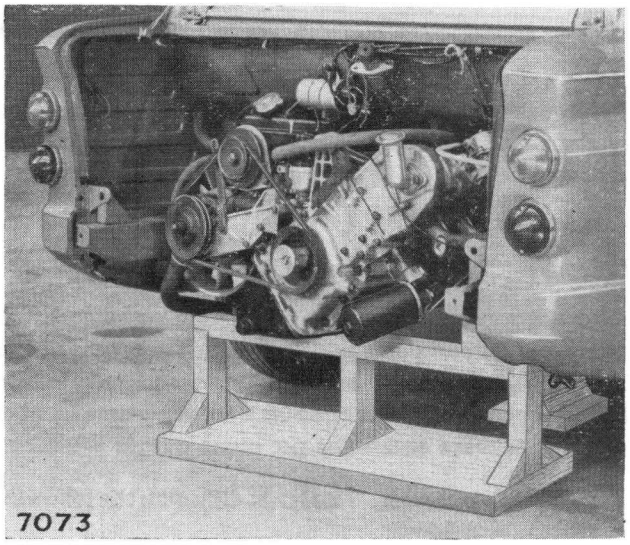

Fig. 56. *Engine and transaxle supported for removal*

To remove engine—with transaxle attached

This procedure differs from that used when removing the engine only. The work required to disconnect the actual transaxle unit from the vehicle is described in Section E under "To remove from vehicle", and should be carried out first. The work required to disconnect the engine is as follows:—

Drain radiator and cylinder block.

Disconnect battery.

Disconnect by-pass hose and intake hose from water pump.

Loosen clip holding air duct hose to fan cowl.

Disconnect electrical leads from generator, starter, distributor, coil, and oil pressure warning light switch.

Unbolt clutch hydraulic operating cylinder and tie cylinder clear of the engine.

Disconnect water outlet hose at radiator top tank connection and heater feed hose (if fitted) from the far end of the cylinder head. The by-pass hose that was disconnected at its water pump end should be withdrawn from behind the radiator and left connected to the cylinder head.

Disconnect fuel feed pipe to fuel pump or remove fuel pump, and air feed pipe from pneumatic throttle connection on carburettor operating unit.

Remove silencer and its support bracket.

Support engine and transaxle under sump, transaxle unit, and exhaust manifold end as shown in Fig. 56.

Remove bolt from engine rear mounting. This releases engine weight from vehicle causing the vehicle to rise and some adjustment of the supporting packing height may be needed to maintain reasonable alignment of the fan cowl to the radiator cowl.

Remove rear bumper.

Remove body rear cross member. This member is held in position by one nut and two bolts each side.

Push car forward clear of engine and transaxle assembly.

To replace engine—with or without transaxle attached

Before replacing units lubricate the roll pin connecting the push rod to the clutch withdrawal lever with Shell Retinax A or AM.

This is a reversal of the removal procedure. The following precautions should be taken:—

1. Care is needed to prevent damaging the connecting hose between the fan cowl and radiator cowl if the fan and water pump assembly has not been removed from the engine.
2. When refilling the cooling system the heater control lever (if fitted) should be in the "ON" position which is to the RED side.
3. The water, or anti-freeze solution level in the radiator should be checked after running, as some coolant is taken to fill the heater system (if fitted).
4. The engine should be filled with the correct grade and quantity of oil.

Rear flexible mounting—To renew

The engine rear mounting rubber is bonded inside a steel sleeve and can be pressed out of its housing with the Churchill tool RG 359.

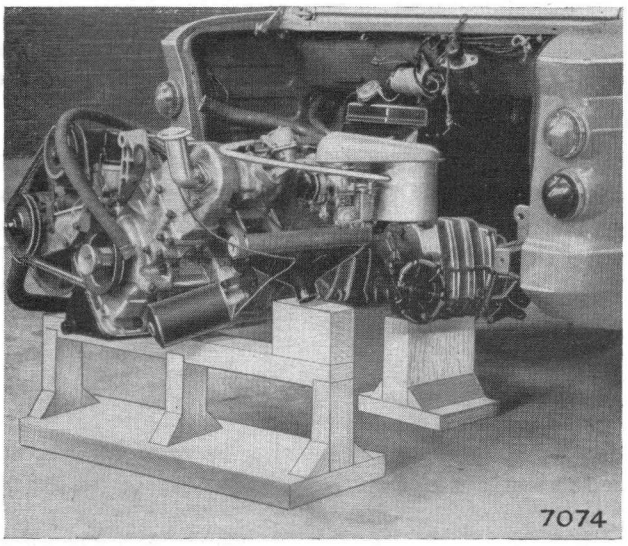

Fig. 57. *Engine and transaxle removed from vehicle by pushing vehicle forward*