

CYLINDER BLOCK

To Remove

Remove cylinder head (Refer to sub-section A131).

Remove sump (Refer to sub-section A121).

Remove pistons and connecting rods (Refer to sub-section A113).

Remove crankshaft and flywheel (Refer to sub-section A114).

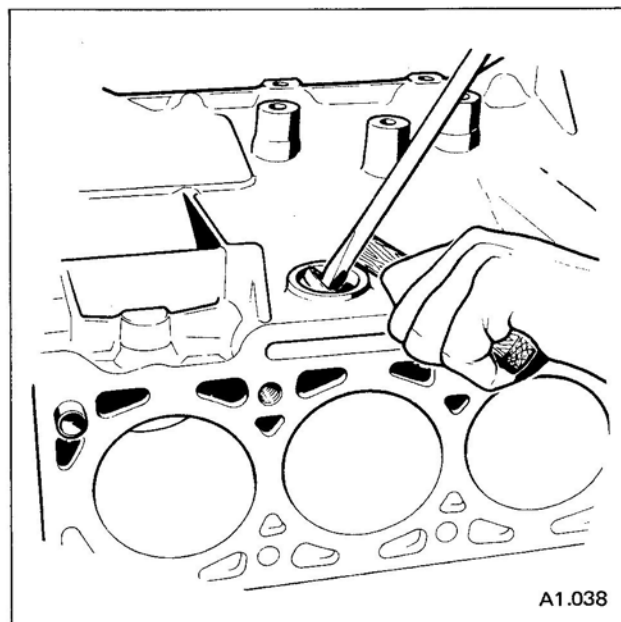


Fig. 1 Removing blanking plug

BLANKING PLUGS

To Remove

Scrape off the jointing compound from around the plug and remove any of the peened areas that lock certain of the plugs.

Drill a 7 mm (9/32 in) diameter hole in the centre of each of the plugs to be replaced.

Note: See the description of the method of replacing the crankshaft blanking plugs of larger diameter than 12 mm (.472 in).

Fit the drift that corresponds to the diameter of the plug to the drift holder and tap the plug lightly inwards to loosen it.

Place a screwdriver or a ground-down bar in the 7 mm (9/32 in) diameter hole in the centre of each of the plugs and lever it out, resting the screwdriver on a small wooden block so as not to damage the edge of the bore (fig. 1).

Note: Larger diameter plugs can be forced out by tapping on the edge of the plug with a pin punch or a piece of rod.

To Refit

Lightly clean all the plug counterblocks with emery cloth or a scraper.

Coat all the plug locations with jointing compound (Plastex for example).

Knock each of the plugs into its location, using the corresponding sized drift, until the plug makes contact with the edge of the bore (fig. 2).

Lock the cylinder head and inlet manifold plugs by lightly peening the edge of the counterbore onto the plug.

Note: None of the plugs should project past the outer face of the component after fitting.

These methods should also be applied to the plugs used on the cylinder head and the inlet manifold.

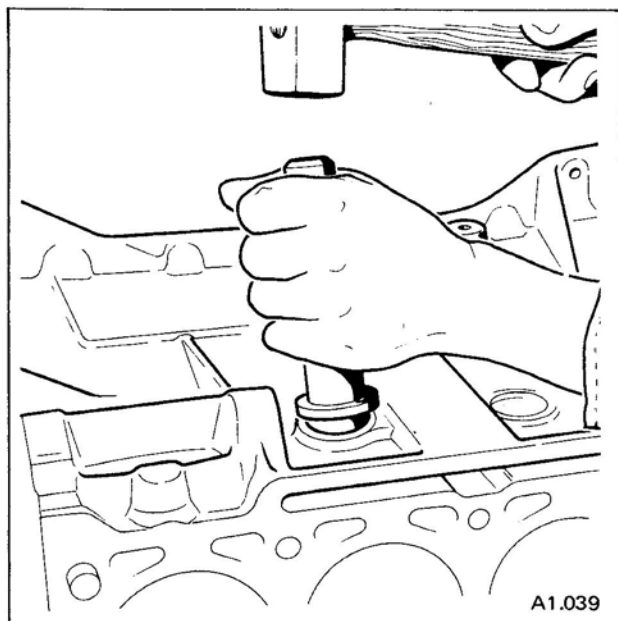


Fig. 2 Refitting blanking plug

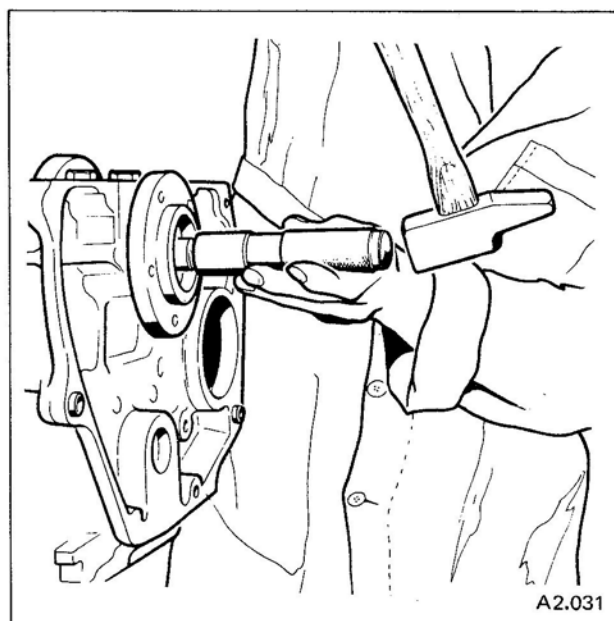


Fig. 3 Removing and refitting crankshaft bush

REMOVING AND REFITTING THE CRANK-SHAFT SELF-LUBRICATING BUSH (manual gearbox only)

Remove the bush from the end of the crankshaft by knocking it out with grease; fill the cavity with grease, place suitable drift against the grease.

Strike the drift to compress the grease and this will force out the bush.

Clean the self-lubricating bush locating bore in the crankshaft.

Knock in the new bush, with suitable drift, until the end of the bush is flush with the crankshaft flange (fig. 3).

CYLINDER BLOCK

To Refit

Refitment is a reversal of the removal procedure.