

## DESCRIPTION

The engine is a four stroke, six cylinder in line unit with overhead valves, mounted longitudinally and tilted transversely at 25° to the right hand side of the vehicle. The cylinders are numbered from front to rear.

The cylinder block is a cast iron casting, with a cast iron cylinder head carrying overhead valves and rocker shaft.

The cast iron crankshaft is carried in four main bearings. No. 3 main bearings are flanged to control crankshaft end float. Initially an oil seal of the rope type is retained in a split housing around the rear journal of the crankshaft. In service the rope seal is superseded by a rubber seal.

The camshaft runs in four journals in the cylinder block. Camshaft and valve gear are chain driven by the crankshaft.

Pistons are aluminium alloy with gudgeon pins an interference fit in the connecting rod. The pistons have three piston rings fitted above the gudgeon pin, compression rings fitted in middle and top grooves and an oil control ring in the bottom groove.

Lubricating oil is circulated by a gear type pump mounted on the right hand side of the engine. The pump is driven by a spiral gear on the camshaft. Oil is pressure fed to the crankshaft main and big end bearings, camshaft journals and rocker shaft, with splash feed to cylinder bores, pistons and gudgeon pins.