

CYLINDER BLOCK

To Remove

Remove engine from vehicle (Refer to Sub-section A 240).

Remove gearbox if fitted (Refer to Sub-section F 120).

Remove clutch (Refer to Sub-section E 040).

Remove starter motor (Refer to Sub-section D 104).

Remove flywheel (This section).

Remove flywheel housing (This section).

Fit engine to suitable engine stand.

Remove cylinder head (Refer to Sub-section A 231).

Remove sump (Refer to Sub-section A 221).

Unscrew oil pick up tube from cylinder block.

Remove pistons and connecting rods (Refer to Sub-section A 213).

Remove camshaft (Refer to Sub-section A 216).

Remove crankshaft (Refer to Sub-section A 214).

Inspection and Overhaul

Clean cylinder block thoroughly and examine for cracks or fracture.

Check all core plugs for evidence of leakage. If new core plugs are fitted, coat edges of plug and core hole with a suitable sealant. Drive the core plug in so that the rim lies at least 0.39 mm (0.015 in.) below the lead-in chamfer.

Check the cylinder bores for out-of-round and taper. If the cylinder bores show more than 0.127 mm (.005 in.) out-of-round, or a taper of more than 0.254 mm (.01 in.) or if the cylinder walls are badly scuffed or scored, the cylinder block should be rebored and honed and new oversize pistons and rings fitted. Whenever new piston rings are fitted the cylinder bores must be deglazed.

IMPORTANT: All abrasives must be removed from the cylinder block. It is recommended that a solution of soap and water be used with a brush and the parts then thoroughly dried. The bores can be considered clean when they can be wiped with a white cloth and the cloth remains clean. Oil bores after cleaning to prevent rusting.

Whenever it is necessary to machine cylinder bores 0.508 mm (0.020 in.) oversize, all bores shall be oversize. Engines will be identified with a letter "A" stamped on the engine serial number pad.

To Refit

Refitment is a reversal of the removal procedure.

CAMSHAFT BEARINGS

To Remove

Special Tool

Camshaft bearing remover/
replacer C3132A

With camshaft removed, drive out rear cam bearing welch plug.

Install proper size adapters and horse shoe washers (part of Tool C 3132A) at the back of each bearing shell and drive out all bearing shells (Fig. 1).

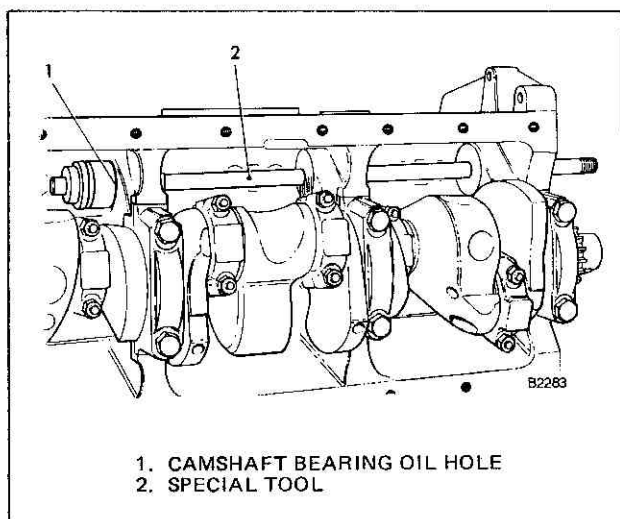


Fig. 1 Removing camshaft bearings

To Refit

Install new camshaft bearings with Tool C 3132A by sliding the new camshaft bearing shell over the proper adapter.

Position the bearing in the tool. Fit the horseshoe lock and carefully drive the bearing shell into place. The camshaft bearing oil hole or holes must be in exact alignment with drilled oil passage or passages from the main bearing.

Fit the remaining bearings in the same manner.

Fit No. 1 camshaft bearing 2.38 mm (0.093 in.) inward from front face of the cylinder block.

Apply sealer to a new welch plug and fit at the rear of the camshaft. Be sure this plug does not leak.