

ENGINE REMOVE AND REFIT

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To Remove

Disconnect battery.

Release clips and remove rear engine cover.

Remove radiator (Refer to Sub-section C200).

Remove engine cover front section.

Remove air cleaner assembly and intake hose.

Disconnect 'Lucar' at 'Thermostart'.

Unscrew union of fuel line at 'Thermostart'.

Remove the bolt and three nuts and lift off intake elbow.

Disconnect electrical plug and earth lead of the auto-stop control and displace the harness.

Remove throttle cable return spring, disconnect cable clevis at injection pump, release cable adjuster and displace cable.

Disconnect heater hoses.

Remove headlamp surrounds, disconnecting flashing indicator harness plugs as they are revealed.

Loosen screw of bonnet release cable, release outer cable clip and displace cable.

Remove bonnet closing platform.

Remove bumper irons and detach bumper assembly.

Remove cab front lower cross member.

Remove fuel pipe from fuel lift pump and return to tank line at fuel filter.

Detach top brackets from front chassis cross member.

Disconnect alternator harness plug and wire to temperature sender unit and displace harness.

Remove bolts to release towing eyes and front chassis cross member and remove cross member.

Disconnect two 'Lucar' connectors at starter solenoid, feed cable to starter motor, low oil pressure switch connection and displace harness.

Unscrew exhaust outlet union, release pipe clip at bell housing and displace pipe (vacuum/hydraulic brakes).

Unscrew unions of outlet pipe at compressor and governor control valve and displace pipe (air/hydraulic brakes).

Remove bolts, release 'Dzus' fasteners and remove rear undertray.

Remove nuts and bolts from exhaust down pipe to manifold joint and steady bracket, slacken clip at nose of silencer, remove down pipe and recover sealing ring.

Release and displace clutch slave cylinder from bell housing.

Remove R/H rear insulation panel.

Unscrew nuts from bell housing to flywheel housing studs.

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Note: One nut cannot be removed until the engine is partially withdrawn.

Remove rear bolts from front engine mounting support to chassis side member brackets.

Unscrew gland nut and remove dip stick tube assembly.

Release hose clip, remove steady bracket nut and detach oil filler assembly.

Using a trolley jack and wooden block, support the engine midway along the sump i.e. just behind the well of the sump.

Use an engine crane with a suitable attachment to help support and steady the engine using the front lifting eye.

Support the rear of the gearbox using any suitable and safe method.

Remove the remaining bolts from the front engine mounting support brackets and detach one of them completely by removing the lower nut from the flexible engine mounting.

Carefully part the engine from gearbox at flywheel housing to bell housing joint and remove the last nut.

Moving the trolley jack and engine crane simultaneously, withdraw the engine unit from the vehicle.

To Refit

Refitting is a reversal of the removal instructions.

If it is necessary to turn the gearbox primary shaft chock front wheels, raise one rear wheel, engage top gear, release handbrake and turn wheel in normal direction of rotation.

Note: If the vehicle is fitted with air/hydraulic brakes and the system is exhausted, wind-off the spring brake actuator or replenish the system using an air line.