

- (6) Replace the filter and bracket complete by means of the two setpins.
- (7) Refit the tachometer drive to the distributor housing.
- (8) Check the level of oil in the sump by means of the dipstick.

It is recommended that the filter container should not be disturbed other than for the fitting of a new element; to do so invites the hazard of added contamination from accumulated dirt on the outside of the filter entering the container, and thus being carried into the bearings on restarting the engine.

Section A.7

SUMP AND GAUZE STRAINER

Removing

- (1) Drain off the oil into a suitable container then extract the setscrews and washers, thus enabling the sump to be removed.
- (2) Detach the bottom of the strainer by removing the nut, washer and distance piece. Take out the three setpins holding the strainer to the pump, so allowing the body of the gauze strainer to be removed. The pump and strainer can be swilled out with petrol or paraffin and thoroughly dried with a non-fluffy rag.
- (3) Inspect the two joint washers and renew if they are damaged in any way.

Refitting the Sump

Clean out the sump by washing it in paraffin. Take care to remove any traces of the paraffin before refitting the sump to the engine. Pay particular attention to the sump and crankcase joint faces, and remove any traces of old jointing material. Examine the joint washer and renew it if necessary. The old joint washer can be used again if it is sound, but it is advisable to fit a new one.

Smear the faces of the joint with grease and fit the joint washer. Lift the sump into position and insert the setscrews into the flange tightening them up evenly.

Section A.8

OIL PUMP

Removing the Oil Pump

- (1) Remove the sump and pick up strainer.
- (2) Take off the nuts and spring washers from the three studs which secure the oil pump assembly to the crankcase, when the pump can be withdrawn.

If the pump is removed with the engine still in the car, the drive shaft will be free to disengage from the camshaft, and care must be taken to

prevent it falling out. Note also the thrust washer fitted on the drive shaft above the gear.

Dismantling the Oil Pump

Mark the flange and pump body to assist reassembly. Separate the body from the bottom flange. The outer rotor can then be lifted out of the body.

Replacing the Oil Pump

Insert the pump from below and push the shaft right home until the driving gear is meshed with the gear on the camshaft.

Section A.9

RELEASE VALVE

The non-adjustable oil pressure relief valve is situated at the rear of the right-hand side of the cylinder block below the oil filter and is held in position by a hexagon nut sealed by a copper washer. The relief valve spring retains a valve cup against a seating machined in the block.

Section A.10

VALVE ROCKER SHAFT

The valve rocker shaft on the cylinder head is hollow. It is supplied with oil by a pipe connection and is drilled for lubrication to each rocker bearing.

This shaft is plugged at each end, one of these being screwed in order that the shaft may be cleaned internally.

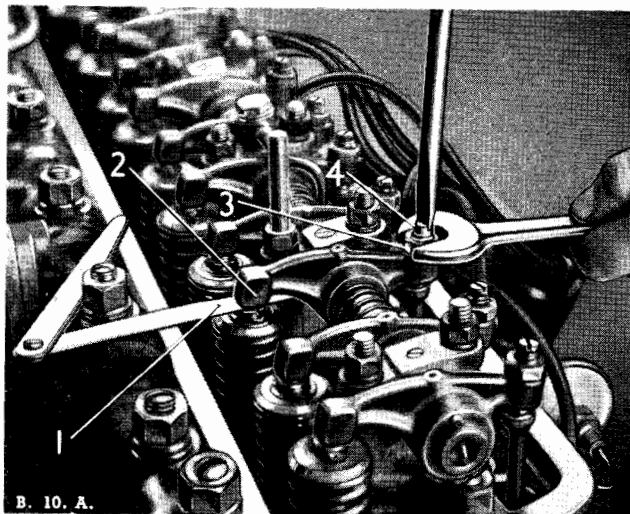


Fig. A.9. Valve adjustment.
1. Feler gauge. 2. Rocker. 3. Lock nut.
4. Adjusting screw.