ENGINE

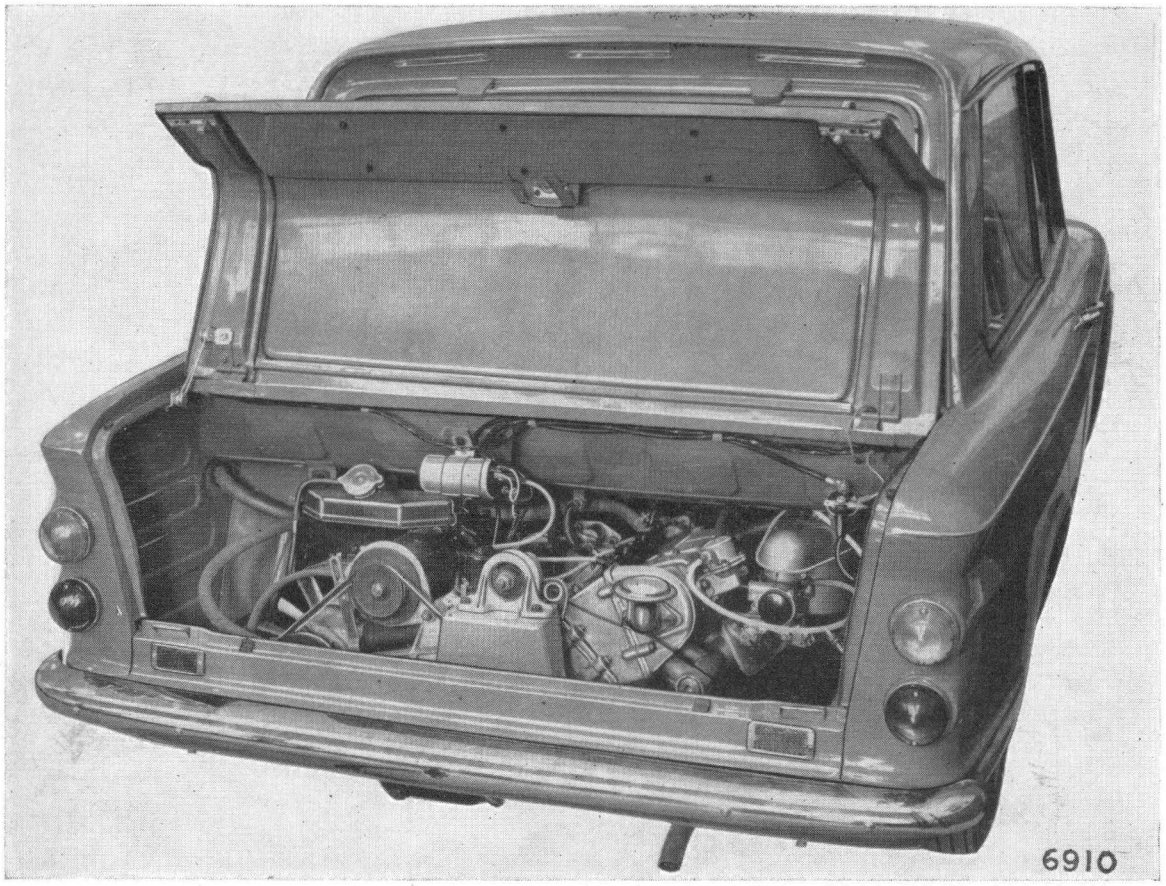

Fig. 5. *View of engine in car*

GENERAL DESCRIPTION

As shown in Fig. 5, the engine is situated at the rear of the car and is bolted directly onto the combined gearbox and rear axle unit. It is inclined at an angle of 45° from the vertical to reduce its overall height and to assist in keeping the centre of gravity as low as possible.

Engine details are shown in Figs. 1 to 4, and from these it will be seen that the valves are operated by an overhead camshaft.

The engine cylinders are numbered from the crankshaft pulley end of the engine, which makes No. 1 cylinder to be nearest when the engine compartment cover is raised.

The cylinder block, cylinder head, valve cover and timing case are pressure die cast in aluminium alloy which gives a considerable saving of weight. Cast iron cylinder liners are used. They are held in position while the cylinder block is pressure die cast around them and then form part of the cylinder block. They cannot be removed, but can be bored out to take oversize pistons.

The camshaft is driven by a single roller chain. The chain is tensioned by a spring loaded rubber faced blade which presses against its trailing side. A rubber faced rubbing plate is fitted adjacent to the driving side of the chain to prevent chain whip.