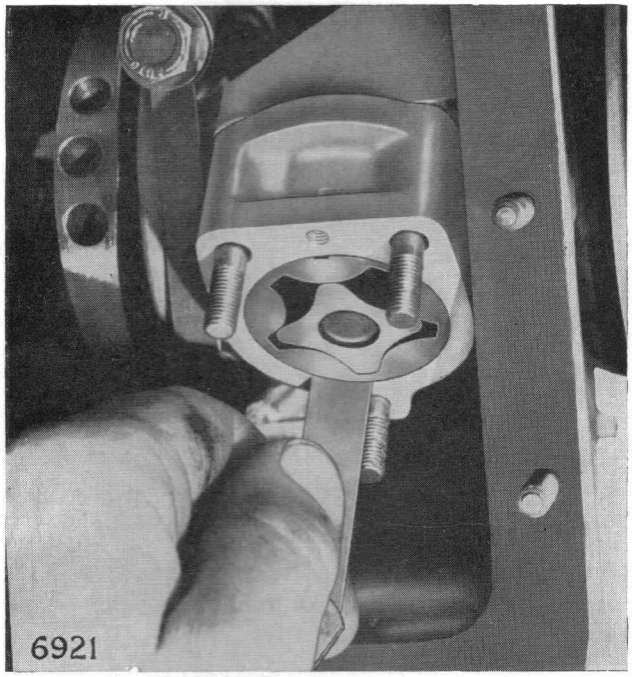

Fig. 26 *Checking oil pump rotor outer clearance*

To remove

Remove silencer by disconnecting its support bracket end and releasing its clamp on the exhaust manifold.

Unbolt the air cleaner support bracket from the inlet manifold. Release the clip on the carburettor intake and lift off air cleaner.

Remove filter cover wing nut and lift off filter top body.

Disconnect vacuum advance pipe at carburettor end.

Remove throttle air line from throttle operating cylinder on carburettor.

Remove seven $\frac{1}{2}$ in. A.F. nuts and washers holding the exhaust manifolds to the cylinder head.

Remove two manifold holding clamps.

Lift off manifolds. The inlet manifold may now be lifted away from the exhaust manifold.

To refit

Replace manifold gasket on the cylinder head with a new one. Place exhaust manifold on the cylinder head using its extreme end fixing nuts to lightly hold the exhaust manifold in position. The nearest nut should be just finger tight and the farthest nut about half way on. This leaves the exhaust manifold in a position that will allow the easy fitting of the inlet manifold complete with carburettor.

Place inlet manifold in position making sure that the two copper pipes from the carburettor enter the two "U" tube ends protruding from the exhaust manifold.

Refit the two manifold clamps and lightly tighten to hold inlet manifold in place.

Refit the seven $\frac{1}{2}$ in. A.F. nuts and washers and tighten these, and the two clamp nuts to the tightening torque given at the end of the Data Section under "Torque Loading".

Reconnect fuel feed pipe at pump, vacuum advance pipe to carburettor, throttle operating pipe and the air cleaner.

See Section C, under "Air Cleaner", for correct position to replace air intake pipe.

Refit silencer.

COMPRESSION PRESSURES

These should be taken when the engine is hot with all sparking plug removed, and the throttle held fully open, at starter cranking speed.

A suitably cranked adaptor pipe will be needed to reach the forward cylinders.

An engine in good condition should give the compression pressures given in the Data Section under "Engine—General".

If the compression readings are below those given it will be advisable to remove the air cleaner top body from the carburettor and air cleaner element body. This will enable the position of the automatic choke valve and condition of the air cleaner element to be seen. If these items are satisfactory loss of compression indicates that the valves, and possibly the rings, are in need of attention.