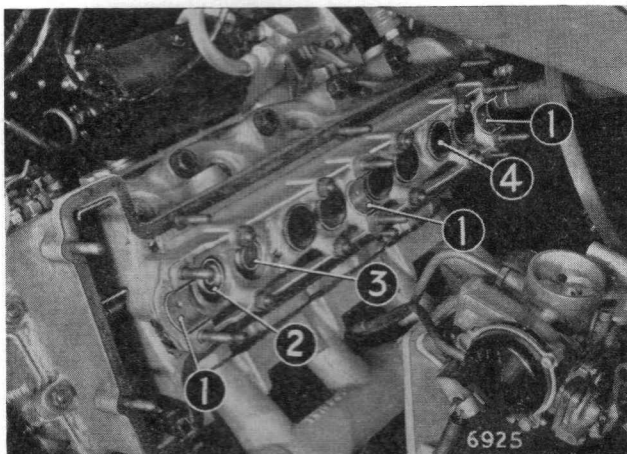


Fig. 29. Position taken by timing chain after removing camshaft sprocket

Remove the  $\frac{9}{16}$  in. A.F. sprocket wheel fixing bolt and lift off sprocket wheel from camshaft, and clear from sprocket chain. There is no need to make any timing marks, but CARE SHOULD BE TAKEN TO ENSURE THAT THE DOWEL PEG IN THE CAMSHAFT FLANGE DOES NOT COME OUT AND FALL DOWN INTO THE CHAIN CASE. Tie a piece of string to the timing chain and attach a suitable weight to its free end, so that the chain hangs over the edge of its cover housing. See Fig. 29. If the chain falls into the timing case it can be picked up with a wire hook. It does not matter if the chain moves onto different teeth on the crankshaft sprocket.

Suitably mark the camshaft bearing caps to ensure that they can be refitted into their correct positions.



1. CAMSHAFT LOWER BEARINGS
2. VALVE CAP
3. TAPPET SHIM
4. TAPPETS

Fig. 30. Camshaft removed



Fig. 31. Lifting out tappets

Remove camshaft by evenly and progressively releasing the camshaft bearing cap nuts. Ensure that no bearing shells fall out of the caps when they are lifted off. Lift out camshaft. (See Fig. 30).

Remove eight tappets and tappet shims, keeping each tappet and shim together, and noting the position in which each was taken—THIS IS IMPORTANT. Tappets can be lifted out with a valve grinding suction tool—RG361—as shown in Fig. 31.

Remove eight  $\frac{7}{16}$  in. A.F. nuts and washers securing the tappet housing and lift off the housing.

Disconnect cylinder head outlet hose at its radiator end and the heater hoses, if fitted, at the rear of the cylinder head. (See Fig. 32).

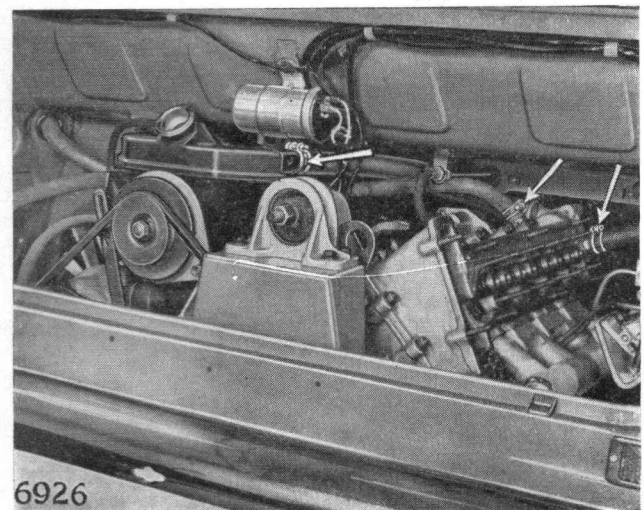


Fig. 32. Positions for disconnecting waterhoses