

Fig. 33. Positions of small sealing rubber ring and word TOP on cylinder head gasket

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

Remove ten $\frac{9}{16}$ in. A.F. headed bolts and two $\frac{9}{16}$ in. A.F. nuts and washers and lift off cylinder head with manifolds and carburettor still attached.

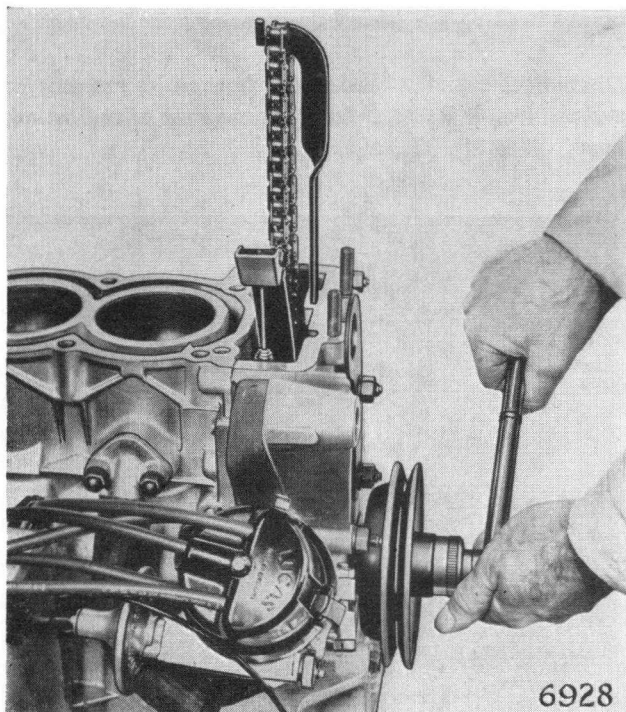


Fig. 34. Timing chain support tool

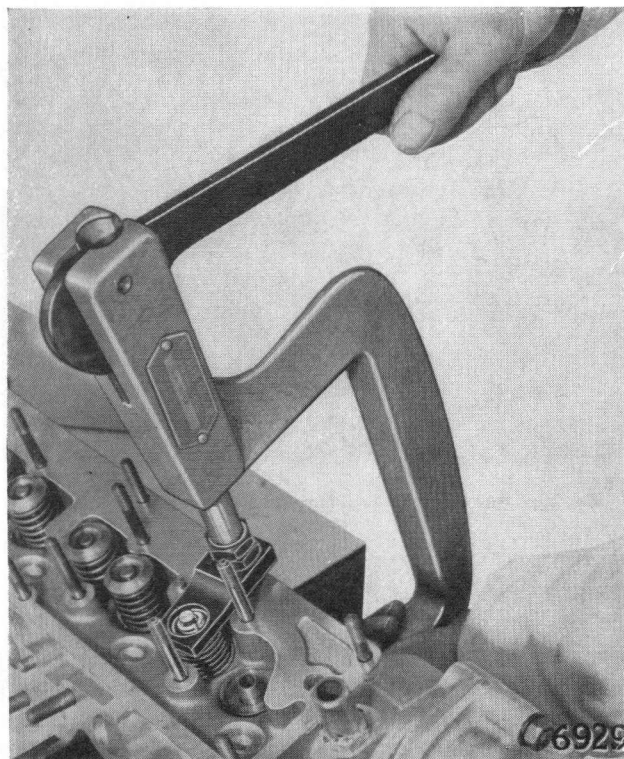


Fig. 35. Valve spring compressor in use

Remove the cylinder head gasket, TAKING CARE NOT TO LOSE THE SMALL RUBBER JOINT RING, WHICH SEALS THE OIL WAY TO THE VALVE GEAR. Tie this small joint ring to one of the cylinder head studs to prevent it being lost and to ensure that it is not forgotten when replacing the cylinder head. See Fig. 33.

Decarbonising

The engine can be turned when the timing chain is held finger tight and allowed to move over the finger, alternatively the chain may be supported with the Churchill tool—RG353—shown in Fig. 34.

Care is needed when scraping away carbon as both the piston and cylinder head are made in aluminium alloy.

Valves—To remove (See Figs. 35 and 36)

The valve springs can be compressed with the Churchill valve spring compressor R6513A fitted with the adaptor RG6513-3. Exhaust valve removal follows normal practice but in the case of the inlet valves rubber sealing