

**Fig. 40.** Camshaft position when engine is at No. 1 TDC firing—and timing chain tensioner compressing tool in position

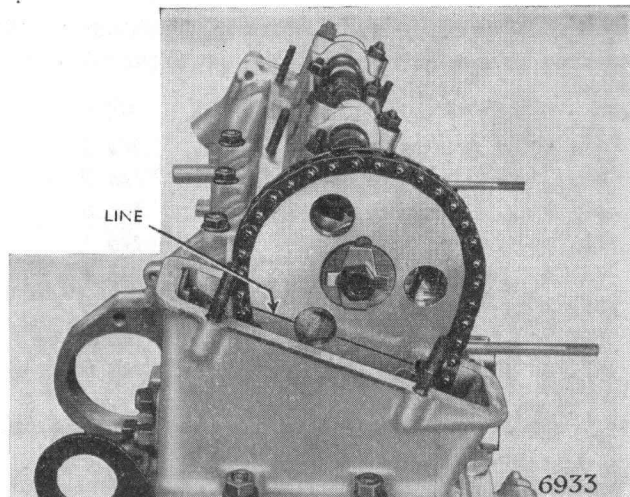
#### Retiming camshaft—after refitting cylinder head

If the camshaft was put in position for checking tappet clearances, while the cylinder head was off of the engine, remove the camshaft, to prevent any open valves fouling the pistons, as the engine is turned to obtain No. 1 T.D.C. fixing position.

Turn the engine to T.D.C. so that the slot in the crankshaft pulley lines up to the pointer above the pulley with the distributor rotor adjacent to No. 1 cylinder plug lead position. No. 1 cylinder is the nearest to the crankshaft pulley. See Fig. 15.

Refit the camshaft so that No. 1 cylinder cam peaks are the same height from the cylinder head cover face. In this position No. 7 and 8 cams are holding No. 4 cylinder valves open slightly. See Fig. 40.

Refit the camshaft bearing caps and tighten their six  $\frac{7}{16}$  in.



**Fig. 41.** Camshaft sprocket marking line position for No. 1 TDC firing position

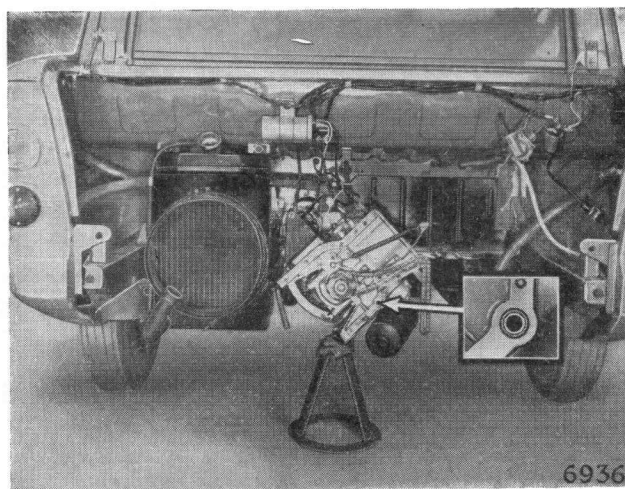
A.F. nuts with a torque spanner to the correct torque loading figure given in the Data Section.

Place Churchill timing chain tensioner compressor RG354 in position. See Figs. 28 and 40. This tool allows easier replacement of the camshaft sprocket.

Place the camshaft sprocket in the timing chain so that the line on the sprocket is parallel to the timing cover top edge. This will allow the camshaft sprocket to be placed onto the camshaft flange dowel. See Fig. 41.

Place a new locking washer on the camshaft sprocket fixing bolt between the bolt head and thick washer. Refit the bolt and tighten it to the torque given in the "Torque Loading Figures" in the Data Section. Bend over tabs of locking washer.

Remove the timing chain tensioner compressing tool.



**Fig. 42.** Timing cover removed showing oil passage rubber sealing ring in position