

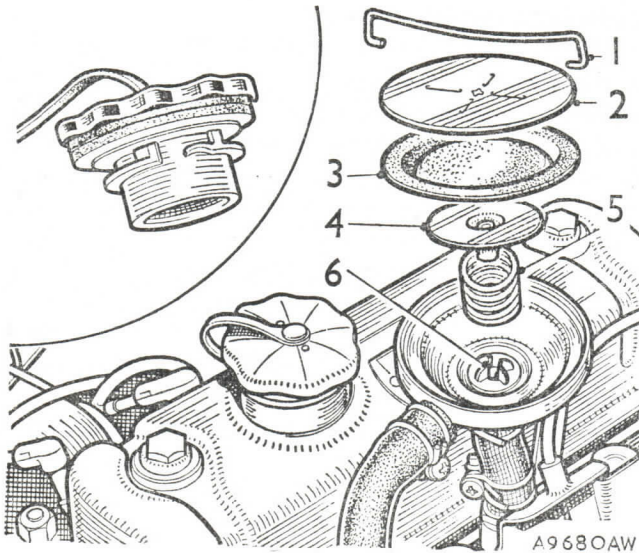


Fig. A.1

- |                 |                      |
|-----------------|----------------------|
| 1. Spring clip. | 4. Metering needle.  |
| 2. Cover.       | 5. Spring.           |
| 3. Diaphragm.   | 6. Cruciform guides. |

filter warning light continues to glow when the engine is running at or above a fast idling speed a new oil filter element must be fitted and the engine/transmission oil changed within a maximum of a further 300 miles (500 km.).

If the oil pressure warning light glows when the engine is running carry out the instructions numbered (1), (3), (4), and (5).

#### All models

The points mentioned can all cause a drop in pressure.

Continuous cold running and the unnecessary use of the mixture control are often the causes of oil dilution by petrol (fuel) and a consequent fall off in pressure.

**NOTE.**—The automatic relief valve in the lubrication system deals with any excessive oil pressure when starting from cold. When hot, the pressure drops as the oil becomes more fluid. Details of the relief valve are given in Section A.3.

### Section A.3

#### OIL PRESSURE RELIEF VALVE

The non-adjustable oil pressure relief valve is situated at the rear right-hand side of the cylinder block and is held in position by a domed hexagon nut and sealed by two fibre or one copper washer. The relief valve spring maintains a valve cup against a seating machined in the cylinder block to provide an extra return passage for the oil should the pressure become excessive.

The valve cup should be examined to ensure that it is seating correctly and that the spring has not lost its tension. The cup can be removed and ground into its seating with Service tool 18G 69 and the spring checked by measuring its length to give the required relief pressure (see 'GENERAL DATA'). Fit a new cup and spring if necessary.

A.4

### Section A.4

#### CLOSED-CIRCUIT BREATHING

(When fitted)

Fresh air enters the engine through two holes and a filter in the filler cap on the rocker cover. The air then passes to the crankcase down the push-rod drillings. The crankcase fumes leave the engine through a breather outlet pipe on the front engine side cover. Oil droplets and mist are trapped in an oil separator before the fumes pass through a breather control valve and to the intake manifold, thus providing closed-circuit crankcase breathing.

#### Oil filler cap

Detach the filler cap from the engine rocker cover and fit a new filler cap/filter assembly.

#### Breather control valve

Remove the spring clip and dismantle the valve. Clean all metal parts with solvent (trichlorethylene, fuel, etc.). If deposits are difficult to remove immerse in boiling water before applying the solvent. Do not use an abrasive.

Clean the diaphragm with detergent or methylated spirit.

Replace components showing signs of wear or damage. Reassemble the valve, making sure the metering needle is in the cruciform guides and the diaphragm is seated correctly.

**NOTE.**—The first-type valve assembly (without the cruciform guides) is serviced as an assembly.

### Section A.5

#### FLYWHEEL RETAINING SCREW THREAD

The flywheel retaining screw thread in the end of the crankshaft is not Standard Whitworth but is Whitworth form:

Diameter  $\frac{5}{8}$  in. 16 T.P.I.  $1\frac{1}{8}$  in. full thread.

If it is found necessary to clean up the thread, the operation must be confined to **cleaning up**. This thread is highly stressed and must always be up to full size.

### Section A.6

#### INLET AND EXHAUST MANIFOLD(S)

##### Removing

Remove the carburetter(s) and air cleaner as detailed in Section D. Slacken off and release the exhaust pipe clamp. When fitted, remove the closed-circuit breather control valve, by slackening the adaptor hose clip, and removing the support bracket. Remove the nuts and washers securing the manifold(s) to the cylinder head; withdraw the manifold(s).

##### Refitting

Reverse the above order, but thoroughly clean the joint faces and fit a new gasket, placing the perforated metal face of the gasket towards the manifold(s).