

Service Information Sheet No. 70

OIL BASE JOINTS

When refitting the oil base particular care is necessary to ensure that oiltight joints are made around the front and rear crankshaft bearings.

In the first place it is necessary to take great care in cutting the gasket at the points X in Fig. 1. It is essential that the full length of the tags (shown at Y, Fig. 2) should be preserved, and that these should be cut perfectly square.

This done, the gasket should be stuck to the face of the *crankcase* with jointing compound, care being taken to ensure that the tags (Y, Fig. 2) come level with the edge of the machined face of the crankcase at the point where it is cut away to admit the rear main bearing cap (see Fig. 3).

At the front end the corresponding ends of the gasket should be laid *over* the ends of the timing chain case packing (which is recessed into the crankcase), and should abut against the crankshaft itself.

The rear main bearing cap should now be fitted.

The cork seal may now be stuck with jointing compound into the recess in the rear main bearing cap, care being taken to insert the ends of the seal between the bearing cap and the crankcase, as shown in Fig. 3. It is essential that there should be a good joint between the ends of the cork seal and the oil base gasket (as at Z, Fig. 3).

Finally the oil base should be refitted while the jointing compound mentioned above is still wet.

