

AUGUST, 1953.

OIL LEAKS ON 4-CYLINDER ENGINES.
SUMP AND 1/2 OIL BAFFLES.

Before taking any action it is necessary to find out the cause of the leakage, which can occur from the 1/2 Oil Baffles or from the half moon joints of the sump.

To do this remove the inspection cover from the flywheel housing, carefully remove all traces of oil and run the engine to show up the oil leaking.

- a). Leakage from the half moon points of the sump.
Replacement of the joints can be done without removing the engine.
- b). Leakage from the half oil baffles.

There will be a leakage each time the baffle touches the crankshaft.

The replacement or centring of the half oil baffle necessitate the removal of the engine, the gearbox and the flywheel. It is of no use to take off the sump if the joints do not leak.

In all cases, except when the threads have been knocked or when they are deformed, the half oil baffles can be re-used with the existing threads by correctly centring them.

Proceed as follows:-

- 1). Remove the half oil baffles. To take out the lower one on old engines remove the central stud which should be replaced by a screw on reassembly (Screw A.222-88).
- 2). Clean and scrape the existing joints.
- 3). Open up the six fixing knobs to 8.5mm. dia. with a drill.
- 4). Polish the part of the crankshaft corresponding to the position of the half oil baffles with worn emery cloth soaked in engine oil.
- 5). Cut paper joints corresponding to the faces of the half oil baffles on the cylinder block.
- 6). Cut out of foil 0.1mm. thick two packing pieces as shown in fig. 1. Cut two paper joints to the shape of the joining faces of the two half oil baffles.
- 7). Smear hermetic on the bearing faces of the half oil baffles. Stick on the joints made as in para. 5.
- 8). Offer up the top oil baffle placing between its threads and the crankshaft a foil packing piece made as in para 6. (see fig. 2). Do up the fixing screws, without tightening them, placing a plain washer under the heads.
- 9). On the bearing faces of the top half oil baffle place the paper joints cut as in para. 6. Smear these joints with hermetic.

NOTE CAREFULLY Do not block up the threads in the half oil baffles.

- 10). Offer up the bottom half oil baffle on the bearing cap placing between its threads and the crankshaft the second foil packing piece made as in para. 6 (see fig. 2). Do up the fixing screws placing a plain washer under the heads.

NOTE. Make sure that the washers do not foul at 'a' (see fig. 2) on the half oil baffles and prevent them from centring.

Smear hermetic on the threads of the screw A.222-68 replacing the central stud.

- 11). Using a clamp compress the two half oil baffles so that their faces are in close contact. Do not over tighten or the oil baffles will be deformed. Tighten the fixing screws alternating up to 1.3mkg.
- 12). Remove the foil packing pieces from between the crankshaft and the threads of the oil baffles by pulling on the bent tongues with flat nosed pliers.

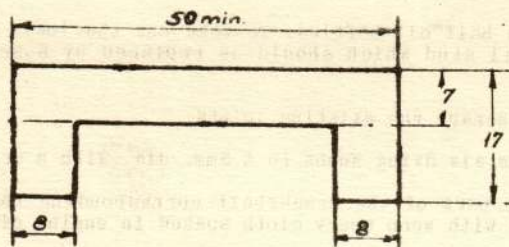
REMARKS.

Our Spare Parts Department will notify you as soon as they are able to supply to you the half oil baffles matched and completely machined, in particular the inside bore being to the finished dimension.

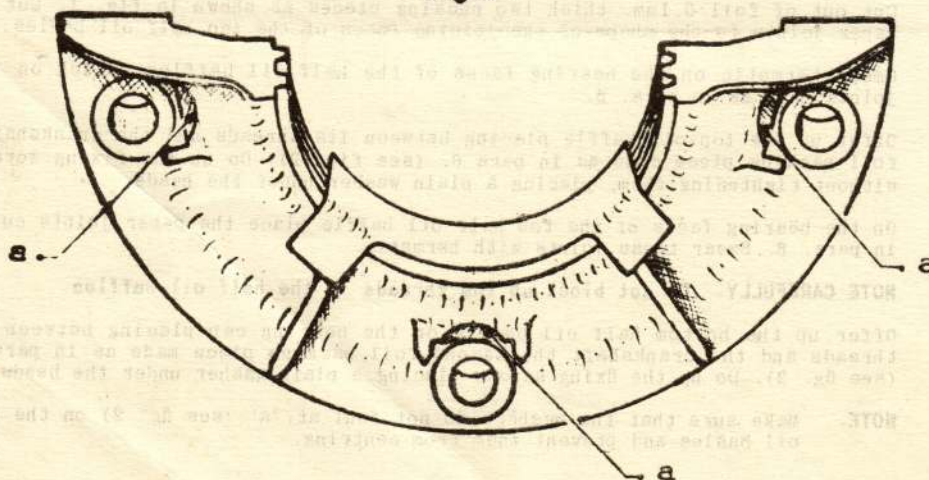
These baffles can be fitted as described above without special tools.

It should also be possible to supply you with the Vellumoid joints for the assembly of these baffles.

- Fig. 1 -



- Fig. 2 -



A fold at 90° to the centre line