## SERVICE BULLETIN No. 324

B' AND 'C' RANGE PUSH ROD COVER TUBE OILING SEALING (1969/1970) MODELS)

A simple but effective 'Service Fix' has been devised to eliminate any push rod cover tube oil leakage. This applies to machines fitted with the following components as used on 1969/1970 production, i.e., after engine number:—

'B' range ...... DU 85904 'C' range ..... H 65573

Machines produced after engine number PD 32574 have this modification.

Cylinder block . . . . . 'B' E 6304 'C' E 9719

Cylinder head ..... 'B' E 9418/E 9362

'C' E 9507

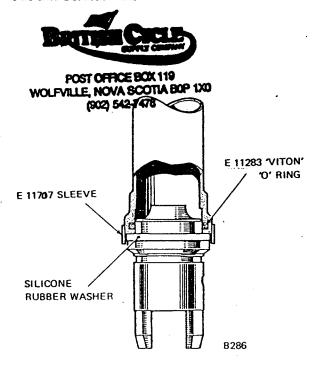
Push rod cover tube .. 'B' E 9349

'C' E 9512

Tappet guide blocks .... E 9352/3

## **Gasket Sets**

All gasket sets supplied for the aforementioned models contain the parts necessary to carry out this Service Fix.



Procedure:-

Remove the push rod cover tubes, and check the upper and lower flanges for squareness by rolling on a flat surface. Position a cadmium-plated sleeve, part number E 117d7 over the lower end of each cover tube. In most cases the sleeve will be a tight fit, but if necessary a proprietary bonding agent can be used to secure it. (See diagram for correct positioning of sleeves).

An additional sealing washer should be fitted over each tappet guide block to prevent leakage. The purpose of the sleeve is to control any tendency for the washers to 'squeeze out' when the cylinder head is tightened down.

Use white silicone rubber-type seals of the required thickness, either:

Thick seal E 3547

Thin seal E 4752

Use the latest type of 'Viton' (black rubber) 'O' ring seals, part number E 11283. Position one seal in the recess at the lower end of each cover tube, and one in each recess in the cylinder head.

The upper seals may require a smear of grease to retain them whilst the cylinder head is fitted. It is most important that the upper and lower seals are lightly oiled or greased to assist assembly. If this is not carried out the seals may be damaged particularly on the sharp shoulder of the tappet blocks.

Fit the head gasket and position the cylinder head on the block. Press the head downwards to ensure that the seals are seated correctly. Before tightening the cylinder head bolts measure the clearance between the head and gasket. This must be between 0.030–0.040". If the clearance is not correct, adjust the thickness of the white silicone rubbers accordingly.

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