

## FITTING INSTRUCTIONS FOR CAMSHAFT BEARINGS (UE5985 & UE5986)

*Taken from Workshop Manual TSD7532006*

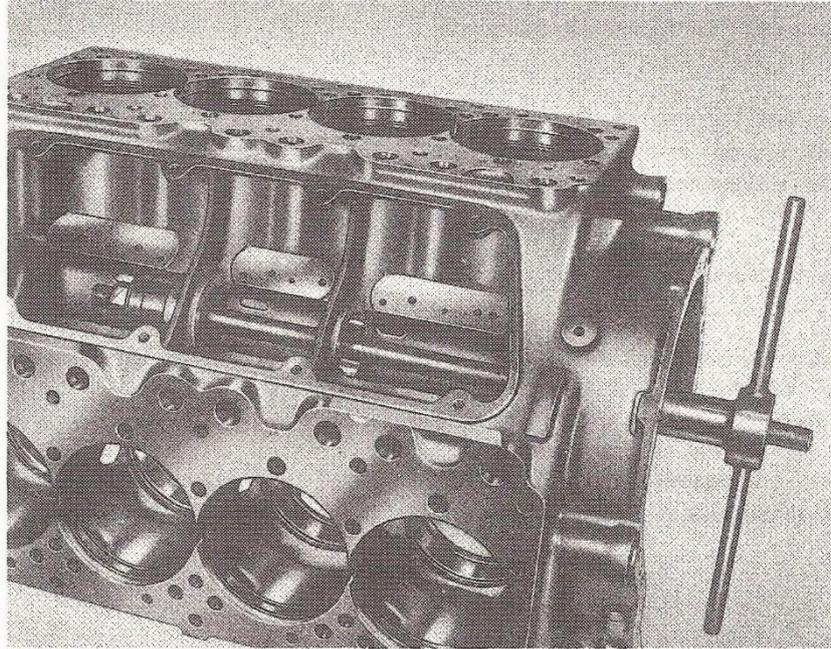


Fig. E18 Removal of camshaft bearings

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### **Camshaft bearings — To remove**

The maximum permissible clearance between the camshaft journals and bearings is 0.004 in. If this figure is exceeded the camshaft bearings should be removed, using the special tool (No. RH.7096), shown in Figure E18.

### **Camshaft bearings — To fit**

Clean the camshaft bearing bores in the crankcase and check the diameters. This reading

should not exceed 2.1255 in. Fit the new bearings, using the special tool (No. RH.7096). The bearings should be drawn in from the rear of the crankcase and with the chamfered edge leading. If the front bearing is fitted correctly, the split should be towards the top and at 21 deg. from the vertical datum. Similarly, the two intermediate bearings should be fitted with the splits towards the top and at 14 deg. from the vertical. The rear bearing should have the split at the top in the vertical plane. With the bearings positioned thus, all the oil holes in the bearings will line up with the oil passages in the crankcase.

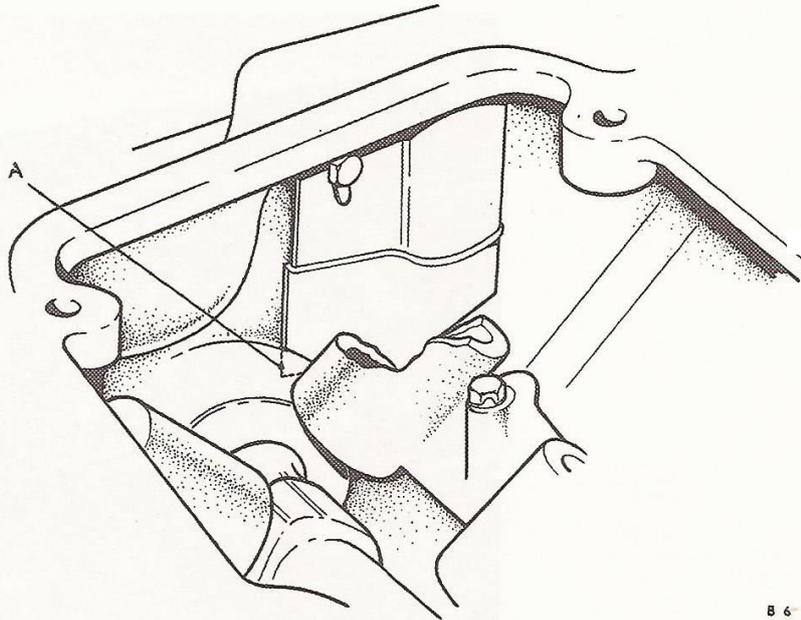
The bearings should be finish-line-reamed with the camshaft bearing line reaming tool (No. RH.7109). The finished diameter should be 2.000 in. to 2.0005 in. Thoroughly clean the crankcase and remove all the swarf before further assembly of the engine.

In isolated cases, loss of oil down the crankcase breather pipe on early S2 engines has occurred.

The oil loss was caused by the camshaft flinging oil through a gap which existed between the breather baffle and the wall of the crankcase.

The following modification was carried out.

The baffle plate was removed and the bottom edge relieved to ensure that it cleared the boss formed by the camshaft bearing (see 'A' fig. 18a). The baffle plate was refitted into position and was bent as necessary to ensure that it fitted flush against the wall of the crankcase.



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**Fig. 18a Modified baffle shown in position.  
'A'. Area of metal removed.**