

Engine Section

ENGINE MARKINGS

On models prior to 1961 an asterisk stamped on the cylinder block ahead of the engine unit number indicates a .010" oversize cylinder bore. On 1961-62 models the asterisk follows the unit number.

The engine unit number is stamped on the bell housing portion of the crankcase behind the left hand cylinder block.

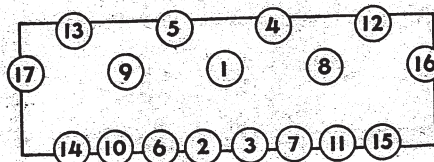


Fig. 2 Cylinder head tightening sequence. All models

13. Remove exhaust pipe and valves.
14. Remove rocker arm assembly.
15. Remove push rods.
16. Remove cylinder heads, using hooks in the first and third plug holes.
17. Reverse removal procedure to the heads, tightening the caps in the sequence shown in Fig. 2.

ENGINE, REPLACE

1. Drain cooling system.
2. Remove hood and radiator.
3. Disconnect fuel, oil and vacuum lines, and wires connected to engine units.
4. Remove generator, starter and carburetor.
5. Remove fan and pulley.
6. Disconnect power steering hoses.
7. On cars so equipped, disconnect refrigerant lines, exercising precautions outlined in *Air Conditioning* chapter.
8. Remove propeller shaft.
9. Remove Hydra-Matic linkage slush deflector.
10. Disconnect speedometer cable.
11. Disconnect shift linkage at transmission.
12. Disconnect front engine mounts.
13. Disconnect exhaust pipes at manifolds.
14. Unfasten and lower steering idler arm and connecting link.
15. Attach engine lifting rig.
16. Remove rear engine support bracket from frame and extension housing.
17. Lift out engine and transmission.
18. To install, reverse above operations.

CYLINDER HEAD, REPLACE

Drain radiator and cylinder block on side on which head is to be removed. If left head is to be removed, take off power steering pump, generator and disconnect water temperature wire. If right head is to be removed, disconnect windshield wiper pipe clamp, and the compressor on air conditioned cars. If both heads are to be taken off, proceed as follows:

1. Remove oil filter lines as necessary.
2. Remove two capscrews from water pump flange at cylinder head and loosen remaining capscrews about three turns.
3. Remove carburetor air cleaner.
4. Remove carburetor-to-fuel filter line.
5. Remove ground strap screws from rear of head at cowl.
6. Remove vacuum advance line from carburetor.
7. Disconnect intake manifold vacuum pipe hose.
8. Disconnect coil wires at distributor.
9. Disconnect carburetor linkage.
10. Remove choke heater pipe.
11. Remove rocker arm covers and distributor cap.
12. Remove intake manifold.

VALVE ARRANGEMENT

Front to Rear

All Models E-I-I-E

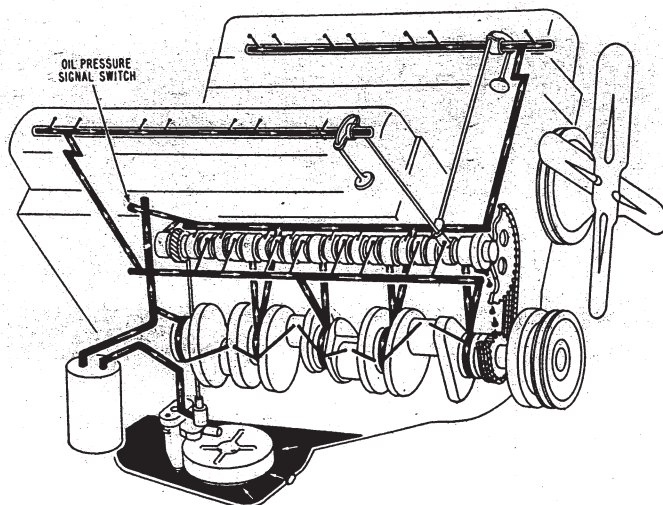
ROCKER ARMS

Sludge and gum formation in the rocker arms and shafts, Fig. 3, will prevent the normal flow of oil to the rockers and valves. Therefore, each time the assemblies are removed, they should be assembled and thoroughly cleaned.

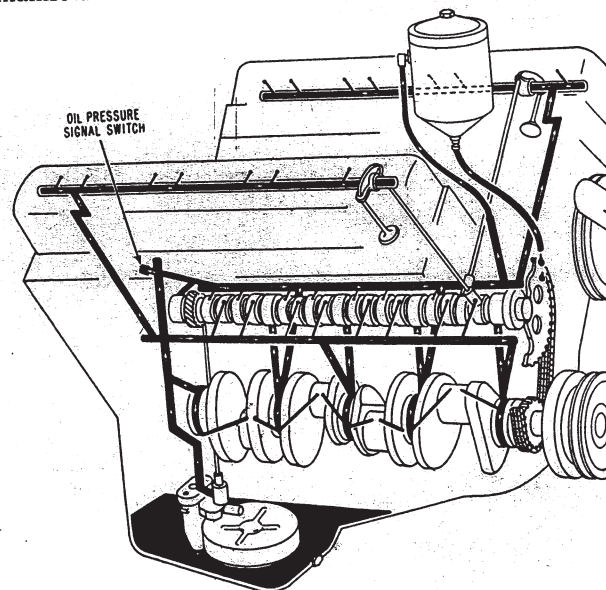
Clean all gum and sludge from the inside and outside of the rocker arms. Check the fit of the rocker arms on the shafts and the end of the rocker arms for wear. If the rocker arm radius is worn on the valve end, do not attempt to replace the part.

When the assemblies are reassembled, make sure the rocker arms are properly positioned to actuate the valves.

Check each push rod for a bend. If bent more than .020" when measured with a dial indicator, replace the rod. Do not attempt to straighten a push rod. If a dial gauge is not available, at least check the rod for straightness.



Engine lubrication. 1960-62



Engine lubrication. 1955-59