

Mr Fleming



Service bulletin

C. 247
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THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

FOR THE ATTENTION OF SERVICE & PARTS MANAGERS

OIL LEAKAGE

Further to Service Bulletin C. 216, outlining a procedure for rectification of oil leakage, field experience reveals that these instructions are not being carried out systematically and the following points should receive special attention.

When the cause of the leakage has been accurately diagnosed, then during dismantling, carefully examine all components to ascertain their condition for future durability or rework.

Examine gearbox front cover and if leakage is in evidence, replace existing front cover with cover, AYB. 3038 incorporating an oil seal IH. 3138.

Check main bearings individually by measurement for correct running clearance (.001" to .0027"). If excessive clearance is found, rectify by replacing all bearing shells.

Grooved rear main bearing shells with an oil drain back in the lower half were introduced at the following engine numbers, Standard L14669, Automatic H4797 and Short Engine 1517. Rear main bearing caps may be reworked along the following lines.

1. Obtain a set of main bearing shells, Part No. HYL. 2825 (the rear bearing having a groove and oil drain hole).
2. Position the bottom shell in the bearing cap and mark out the drain hole with a scribe. Refer arrow diagram 1.

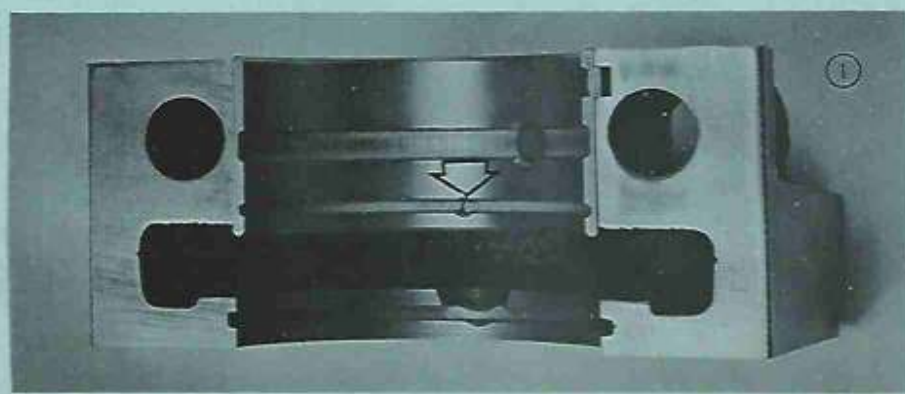


Diagram 1.
Grooved Bearing in Position

CARS

Austin
Freeway

Wolseley
24/80

Freeway
Station
Wagon

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3. Remove the bearing from the cap and centre punch the scribed mark.
4. Place the cap in a vertical drill and drill a pilot hole 1/16" diameter, approximately 1/16" deep.
5. Angle the cap 60° from the rear face and using the pilot hole as a guide, drill a 1/8" diameter hole through the extractor bolt hole. Refer arrow Diagram 2.

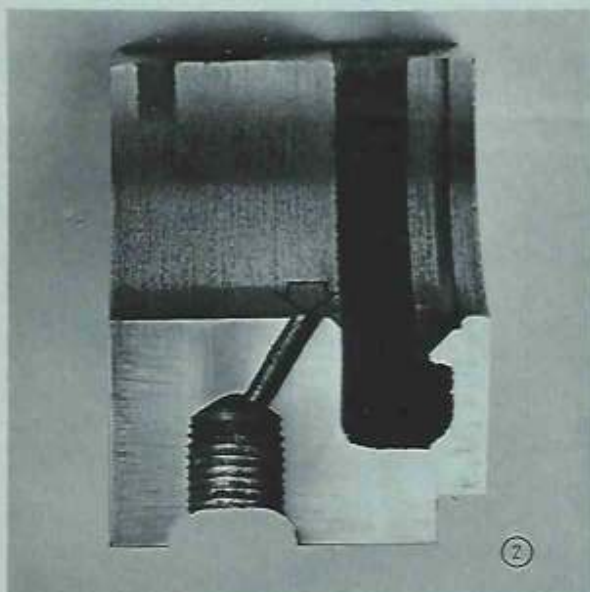
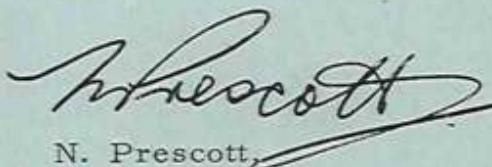


Diagram 2.
Drilled Main Bearing Cap

If it is found necessary to remove the oil gallery plugs it is recommended that they should be drilled and tapped to a depth of not more than $\frac{1}{4}$ in., to ensure that no swarf or residue enters into the oil gallery.

When assembling the engine, care should be taken to see that there is no dirt or foreign matter under the bearing shells or caps. Also ensure that the rear face of the cylinder block is free from burrs and that the oil gallery plugs are not standing proud.

Special attention should be directed to the rear engine mounting plate which must be carefully examined for distortion and burrs in the area of its mating face. If the section around the set screw holes is distorted, the plate should be hand filed flat. When fitting the plate, additional advantage can be gained by using flat and star washers under the head of the set screws instead of spring washers and carefully torque up diagonally to 30 lbs. /ft.



N. Prescott,
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