

### To Replace

1. The backplate is fitted with a DRY paper gasket to the cylinder block and retained by the single clamp screw ('7' of Fig.19). BEFORE tightening, assemble front cover to the backplate, locating both the water pump insert in the cover and the oil seal on the crankshaft. Move timing cover as an assembly including the backplate and its gasket, to ensure a maximum step between oil sump face on timing cover and cylinder block oil sump face and also between top faces of timing cover and backplate. This step should not exceed .25 mm. (.010 in.).
2. Remove timing cover, taking care NOT to move the backplate and its gasket and tighten clamp screw to the torque loading given in 'TECHNICAL DATA'.
3. Refit timing chain and crankshaft oil slinger.
4. Apply jointing compound (Part No. A036 E 6027) to the cover joint faces and fit the cover. It is important that the cover is correctly aligned and that the bolts are fitted to their correct locations (see Fig. 19). Tighten the bolts to the specified torque loadings given in 'TECHNICAL DATA'.
5. Refit timing chain tensioner, sump, crankshaft pulley and water pump pulley and belt.
6. Apply jointing compound (Part No. A036 E 6027) to a new gasket between timing cover and cylinder head. Replace cylinder head.
7. Replace engine assembly.

### E.31. - CRANKSHAFT SPROCKET

#### To Remove

1. Remove the engine transmission assembly from the car (Section 'E.29') and mount on a suitable stand.
2. Remove the front cover (Section 'E.30').
3. Using a suitable extractor pull off the crankshaft sprocket.