

C-3053 and insert the tool and bushing into the bore.

(2) Drive bushing and tool into position, using a hammer (Fig. 40).

(3) As the burnisher is pulled through the bushing by tightening the puller nut, the bushing is expanded tight in block and burnished to correct size, (Fig. 41). **DO NOT REAM THIS BUSHING.**

Distributor Timing

Before installing the distributor and oil pump drive shaft, time engine as follows:

(1) Rotate crankshaft until No. 1 cylinder is at top dead center on the firing stroke.

(2) When in this position, the timing mark on vibration damper should be under ("O") on the timing indicator.

(3) Coat shaft and drive gear with engine oil. Install the shaft so that after gear spirals into place, it will index with the oil pump shaft, so slot in top of drive gear will point to the first intake manifold bolt on left side of engine as shown in (Fig. 42).

Installation of Distributor

(1) Hold the distributor over the mounting pad on cylinder block with vacuum chamber pointing toward right of engine.

(2) Turn rotor until it points forward and to approximate location of No. 1 tower terminal in distributor cap.

(2) Place distributor gasket in position.

(4) Lower the distributor and engage the shaft in the slot of distributor drive shaft gear.

CYLINDER BLOCK

Piston Removal

(1) Remove top ridge of cylinder bores with a reliable ridge reamer before removing pistons from cylinder block. **Be sure to keep tops of pistons covered during this operation. Pistons and connecting rods must be removed from top of cylinder block.**

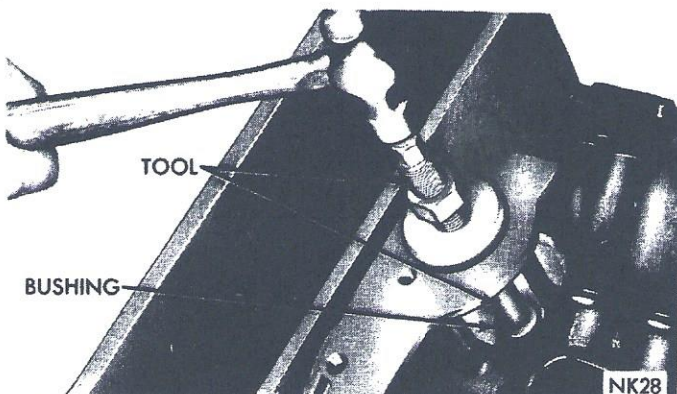


Fig. 40—Installing Distributor Drive Shaft Bushing With Tool C-3053

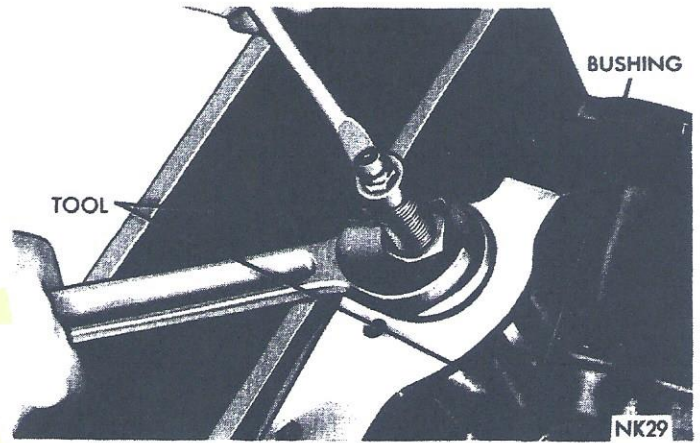


Fig. 41—Burnishing Distributor Drive Shaft Bushing

When removing piston and connecting rod assemblies from the engine, rotate crankshaft so that each connecting rod is centered in cylinder bore.

(2) Inspect connecting rods and connecting rod caps for cylinder identification. Identify them if necessary.

(3) Remove connecting rod cap. Install connecting rod bolt guide set on connecting rod bolts. Push each piston and rod assembly out of cylinder bore. **Be careful not to nick crankshaft journals.**

(4) After removal, install bearing cap on the mating rod.

Cleaning and Inspection

(1) Clean cylinder block thoroughly and check all core hole plugs for evidence of leaking.

(2) If new core plugs are installed, coat edges of plug and core hole with Number 1057794 Sealer or equivalent. Drive the core plug in so that the rim lies at least 1/64 inch below the lead-in chamfer.

(3) Examine block for cracks or fractures.

Cylinder Bore Inspection

The cylinder walls should be checked for out-of-

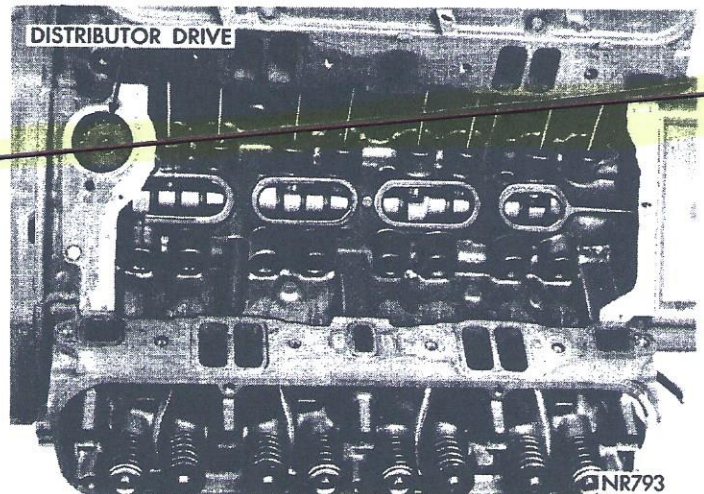


Fig. 42—Position of Distributor Drive Gear