

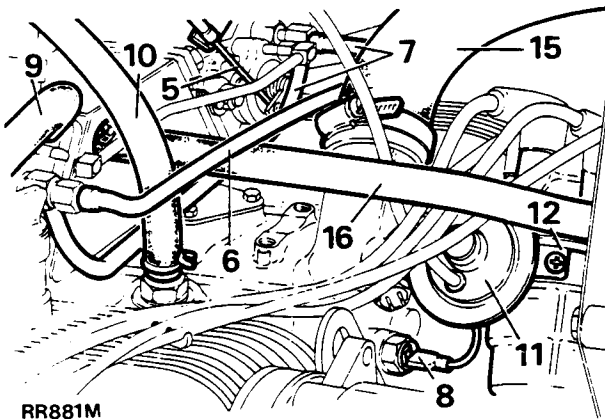
INDUCTION MANIFOLD

Remove and refit

NOTE: Refer to electronic fuel injection, section 19, for remove and refit of EFI induction manifold.

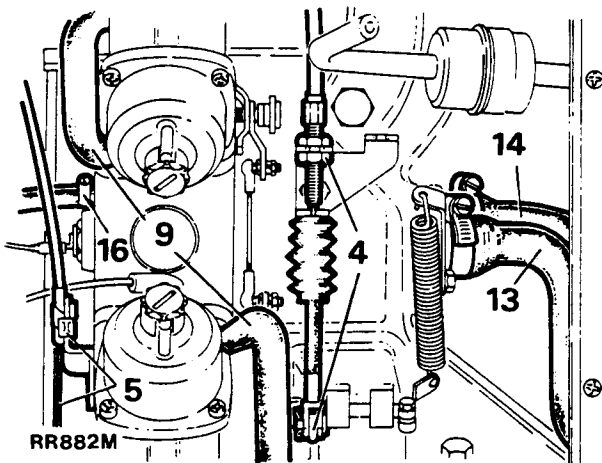
Removing

1. Drain the cooling system.
2. Remove the air cleaner.
3. Remove the engine breather filter.
4. Disconnect the throttle cable from the carburetter and manifold.



RR881M

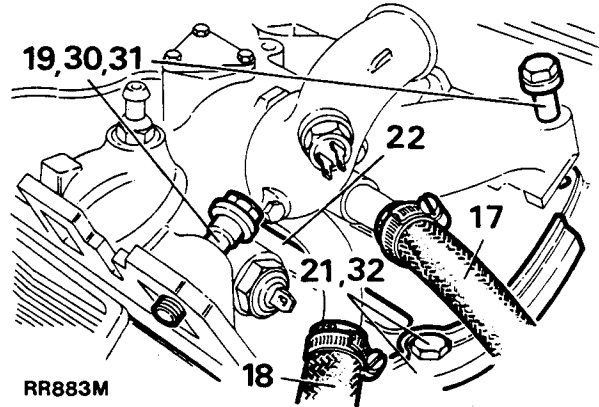
5. Disconnect the choke cable from the carburetter.
6. Disconnect the fuel spill return pipe from the RH carburetter.
7. Remove the fuel supply pipe from the carburetters.



RR882M

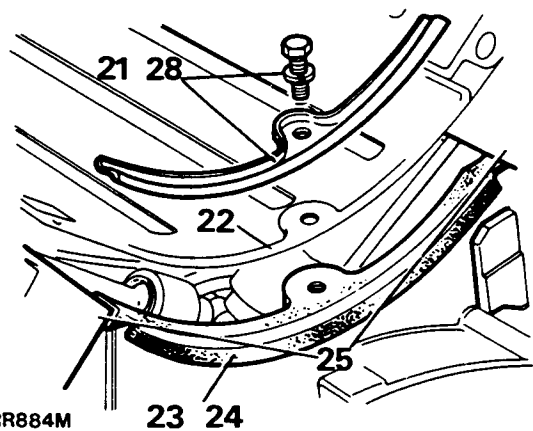
8. Disconnect the lead from the water temperature transmitter.
9. Disconnect the flame trap hoses from the carburetters.
10. Disconnect the vacuum pipe for the brake servo.
11. Disconnect the vacuum pipe from the distributor.
12. Release the distributor cap.

13. Disconnect the inlet hose to the heater.
14. Disconnect the return hose from the heater.
15. Disconnect the return hose to the radiator.
16. Disconnect the return hose from the top of the induction manifold.



RR883M

17. Disconnect the outlet hose from the manifold.
18. Disconnect the heater return hose from the manifold.
19. Evenly slacken and withdraw twelve bolts and remove the manifold.
20. Wipe away any coolant lying on the manifold gasket.
21. Remove the gasket clamps.
22. Lift off the gasket.
23. Withdraw the gasket seals.



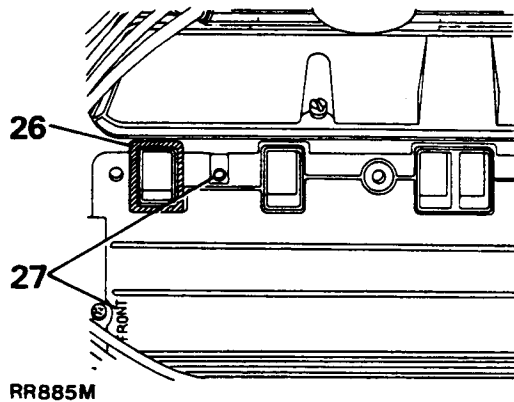
RR884M

Refitting

24. Using new seals, smear them on both sides with silicon grease.
25. Locate the seals in position with their ends engaged in the notches formed between the cylinder head and block.
26. Apply 'Hylomar' sealing compound SQ32M on the corners of the cylinder head, manifold gasket and manifold, around the water passage joints.
27. Fit the manifold gasket with the word 'FRONT' to the front and the open bolt hole at the front RH side.

Continued

28. Fit the gasket clamps but do not fully tighten the bolts at this stage.
29. Locate the manifold onto the cylinder head.
30. Clean the threads of the manifold securing bolts and then coat them with Thread Lubricant-sealer 3M EC776.
31. Fit all the manifold bolts and tighten them a little at a time, evenly, alternate sides working from the centre to each end. Finally tighten to the correct torque, see Data section.



32. Tighten the gasket clamp bolts to the correct torque, see Data section.
33. Reverse 1 to 18.
34. Run the engine and check for water leaks.

EXHAUST SYSTEM COMPLETE

Remove and refit, 1 to 11

Front pipe, left hand 1 to 3 and 12

Front pipe, right hand 1 to 3 and 12

Silencer 4, 7, 8 and 13

Intermediate pipe 1 to 6 and 14

Tail pipe 7, 9, 10 and 15

NOTE: Ensure that no exhaust leaks are evident in either a new or an old exhaust system, as this will affect vehicle performance.

Removing

Note that a gasket is fitted between manifold and down pipe on EFI models—see inset.

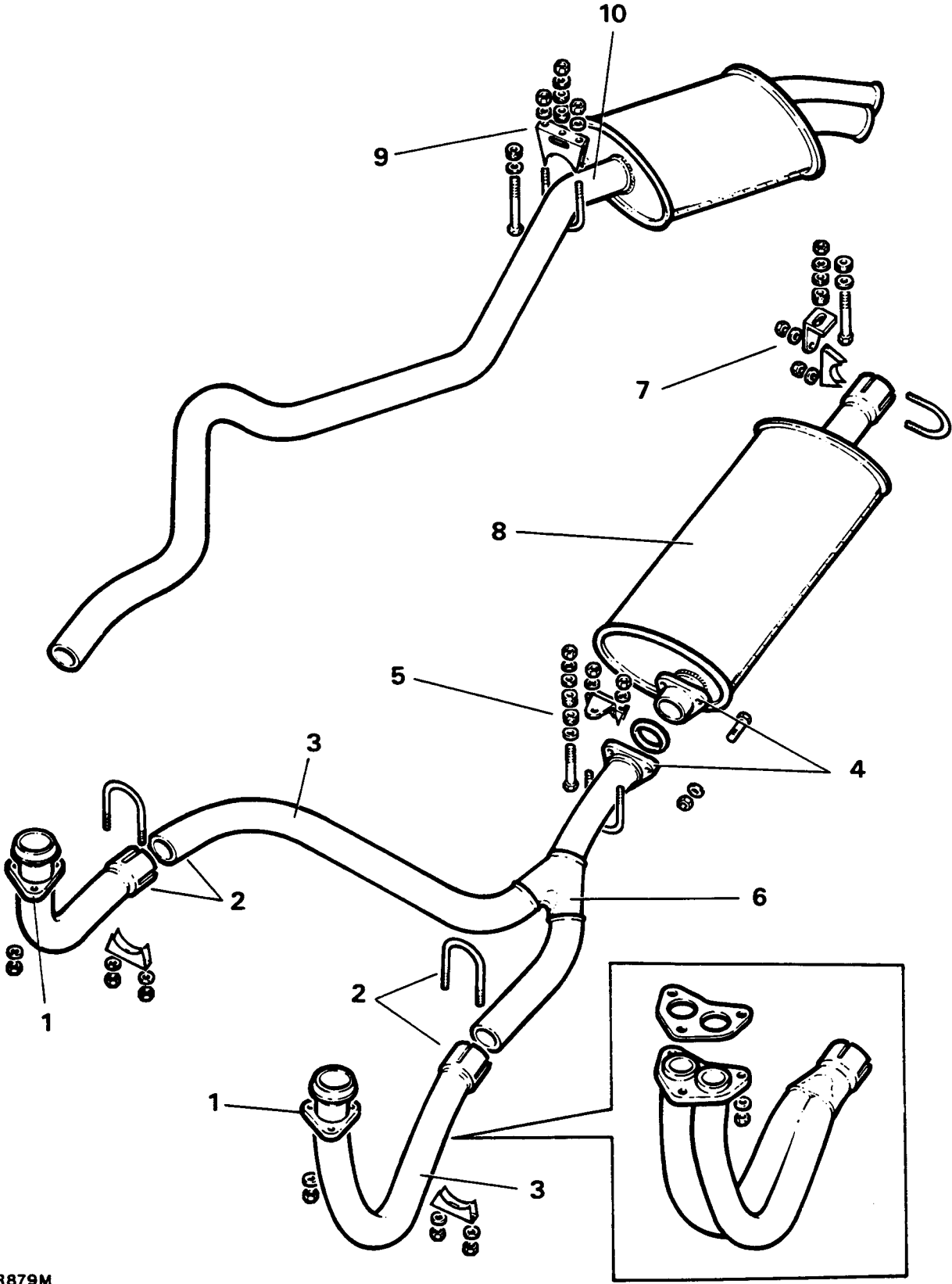
1. Disconnect the front pipe(s) from the manifold(s).
2. Slacken the U-bolts securing the front and intermediate pipes.
3. Withdraw the front pipe(s).
4. Remove three bolts securing the intermediate pipe to the main silencer and withdraw the olive.
5. Remove the U-bolt from the pipe mounting bracket.
6. Withdraw the intermediate pipe.
7. Remove the U-bolt from the pipe mounting bracket
8. Withdraw the silencer.
9. Remove the U-bolt from the tail pipe mounting bracket.
10. Withdraw the tail pipe.

Refitting

NOTE: Apply Firegum Putty, Part No 15608 to the joints between the downpipe and intermediate pipe and between the silencer and tailpipe.

11. Complete system, reverse 1 to 10.
12. Front pipe, reverse 1 to 3.
13. Silencer, reverse 4, 7 and 8.
14. Intermediate pipe, reverse 1 to 6.
15. Tail pipe, reverse 7, 9 and 10.

EXHAUST SYSTEM COMPLETE



RR879M

EXHAUST MANIFOLD

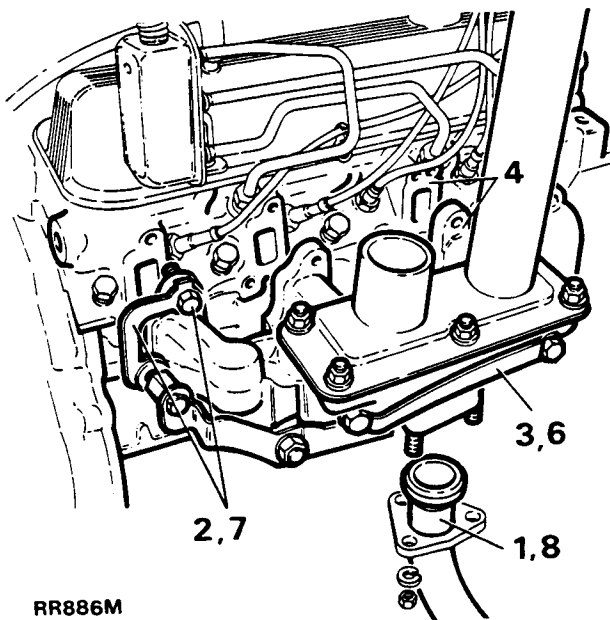
Remove and refit

Left hand

Right hand

Removing

1. Disconnect the front exhaust pipe from the manifold and (where fitted) remove the hot air box.
2. Tap back the bolt locking tabs and remove eight bolts with lock tabs and washers.
3. Remove the manifold.



RR886M

Refitting

4. Ensure that the mating surfaces of the cylinder head and exhaust manifold are clean and smooth.
5. Coat the exhaust manifold (cylinder head mating faces) with 'Foliac J 166' or 'Moly Paul' anti-seize compound.
'Foliac J 166' is manufactured by Rocol Ltd., Rocol House, Swillington, Leeds, England.
'Moly Paul' is manufactured by K.S. Paul Products Ltd., Nobel Road, London N18.
6. Place the manifold in position on the cylinder head and fit the securing bolts, lockplates and plain washers. The plain washers are fitted between the manifold and lockplates.
7. Evenly tighten the manifold bolts to the correct torque, see Data section, and bend over the lockplate tabs.
8. Reconnect the front exhaust pipe.