

# TIMING COVER VENT AND DRAIN HOLES

At approximate engine No. L.313838 ("FE" Sedans) and Engine No. U.313840 ("FJ" Commercial) the oil drainage from the timing gear cover was improved to reduce the oil level in the cover and thereby minimise the possibility of oil leakage from the timing cover oil seal. At the same time, a vent hole was added to the front face of the cylinder block and engine support plate. In order to achieve improved oil drainage, the following changes have been introduced in production:--

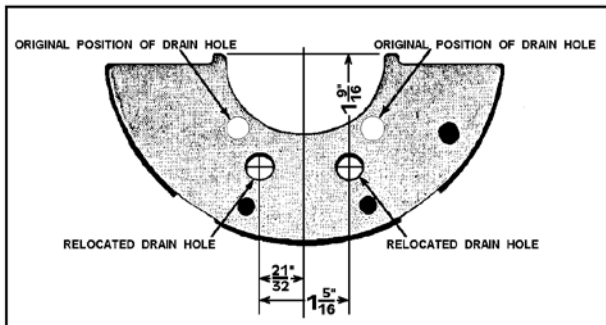


Fig. 1

1. Oil drainage holes in the front main bearing cap have been lowered by approximately 1/2 in. (see Fig. 1).
2. A vent hole 1/2 in. dia. added to front face of cylinder block beneath the camshaft bearing bore adjacent to a line taken from the camshaft and crankshaft centre lines (see Fig. 2).

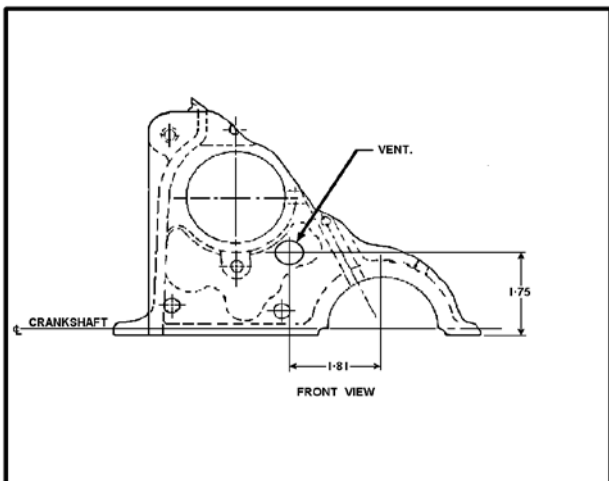


Fig.2

3. A revised type Engine support Plate ("FE"), Part No. 7412006, and gasket, Part No. 7412002, and support plate ("FJ"), Part No. 7412004, and gasket, Part No. 7412003, introduced to suit venting and re-located holes (see Figs. 3 and 4).

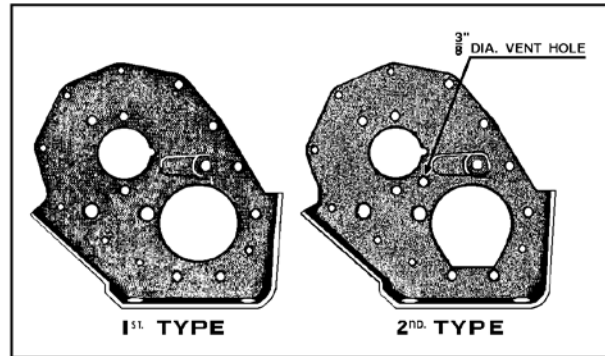


Fig. 3

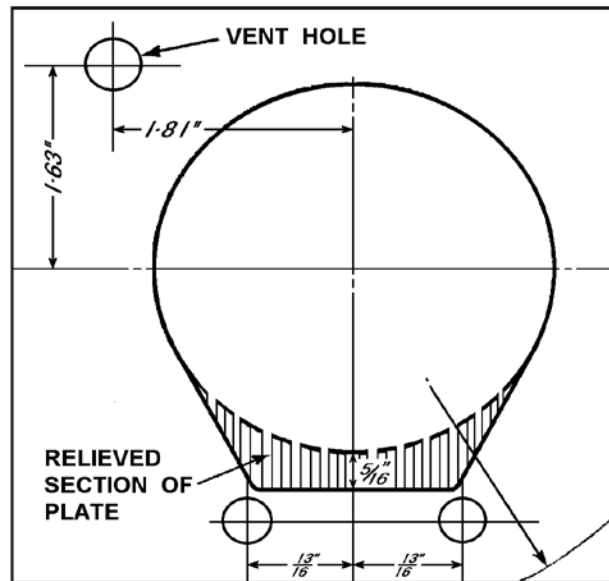


Fig. 4

*Note:* The revised type front engine support plate and gasket become effective in production shortly before the introduction of venting and the re-location of both oil drainage holes.

## DOOR LOCKING BARREL

A recent improvement to the Holden Special Sedan to include a door locking barrel in the R.H. side door in addition to the original in the L.H. door is now in effect.

This may bring enquiries regarding the fitting of a similar arrangement to previous or other Holden body side models.

The re-working entails the following:-

- (1) The removal of the four bolts which attach the lock cover plate and lock to the door pillar face.
- (2) The drilling of a  $\frac{13}{16}$  dia. hole and filing of edge to accommodate the irregular shape of the lock barrel (see Fig. 5).
- (3) The slotting of the door pillar facing to receive the lock Barrel retainer plate, Part No. 7402422.

*Note:* Vehicles produced with two locking barrels have a key which operates the ignition and both locking systems.

When fitting the additional locking barrel it is not practicable to supply a locking barrel with the same combination number as that of the original key, there-

fore a separate key is required. This also applies to a replacement of either R.H. or L.H. door locking barrel on any vehicle.

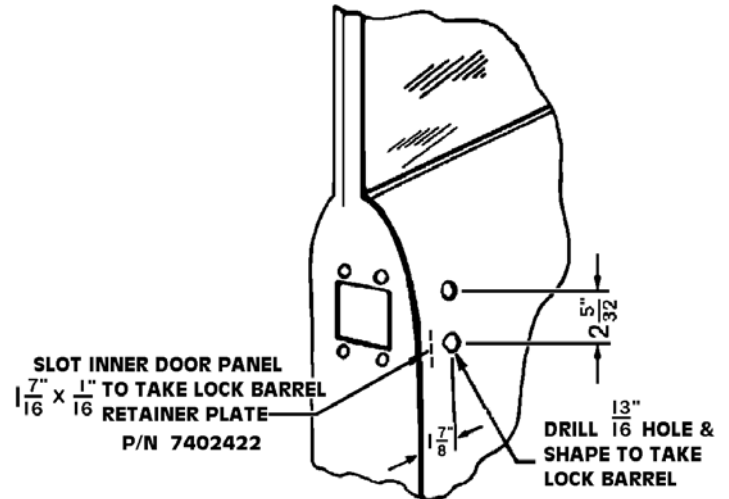


Fig. 5

### NEW PARTS REQUIRED

Barrel Assembly---Door Lock Part No. 7401841=1 PER  
 Retainer---Door Outside Lock  
 Barrel ... .. Part No. 7402422=1 PER

## ENGINE OIL PAN BAFFLE - FITMENT PROCEDURE

Following on Holden Bulletin H94-G, which advised of the introduction of engine oil pans equipped with baffle to reduce the tendency of oil surge on brake application, NASCO has advised that the baffles are now available as a separate component under Part No. 7409654. If desired, the baffle can be fitted to existing oil pans as follows:--

1. Raise the vehicle and place it on jack stands.
2. Drain the oil pan, remove the engine front splash pan and remove the engine breather tube assembly from the push rod cover and oil pan.
3. Remove the pitman arm attaching nut, withdraw the pitman arm and push the steering connecting rod assembly to one side.
4. Remove the oil pan attaching screws and remove the oil pan.
5. Thoroughly clean all traces of oil and sludge from oil pan.
6. Locate baffle in oil pan  $9\frac{3}{16}$  in. from extreme rear end of the pan, with the flanges facing the rear and spot weld in position (Fig. 1).

If no spot welding equipment is available, braze the baffle in position in 4 or 5 places, using  $\frac{1}{2}$  in. runs.

*Caution:* Do not use excessive heat as distortion of the oil pan attaching flange or blow holes may result.

7. Ensure that the baffle is correctly located and then install oil pan assembly as reverse to removal operations.

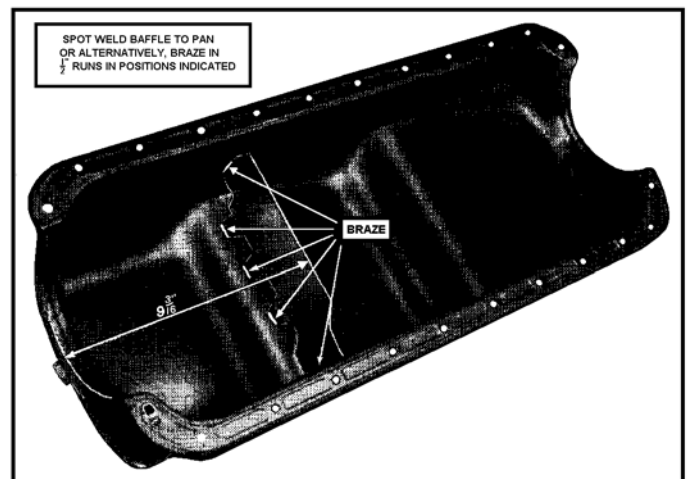


Fig. 1

# TRUNK LID HINGE REPAIRS

Trunk lid hinges that have been strained through misalignment or rough usage to the extent that the stop overrides the linkage, can invariably be repaired without removal of hinge.

### Procedure for Repair

- (1) Remove the hinge spring from the hinge.
- (2) Straighten the pivoting links and re-locate them in correct relationship to each other prior to tightening rivets where necessary.
- (3) Locate and weld 5/8 flat washer over and to the special slotted stud as in Fig. 1.  
*Note:* Protect Paint finish from becoming damaged by packing wet insulation around the weld location.
- (4) Replace the hinge spring and touch up paint finish if required.

Labour allowance for the above operation, 1½ hours.

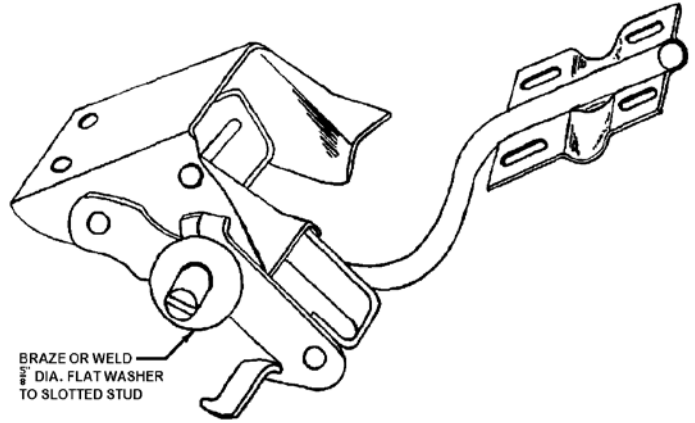


Fig. 1

# TRUNK LID HINGE SPRING INSTALLATION

The installation of the trunk lid hinge spring is normally carried out by means of a wire loop placed over the hooked end of the spring, following the spring engagement in the slotted pivot arm. However, requests for a tool from some operators who perform the operation more frequently than others, has resulted in the development of a tool (see Fig. 1) which, under test, has proved effective.

The spring is simply placed on the tool with the arms extended; the tool is then closed to retract the spring for installing.

From the dimensions shown, and its simple construction, the tool can be readily fabricated by operators who desire to use it.

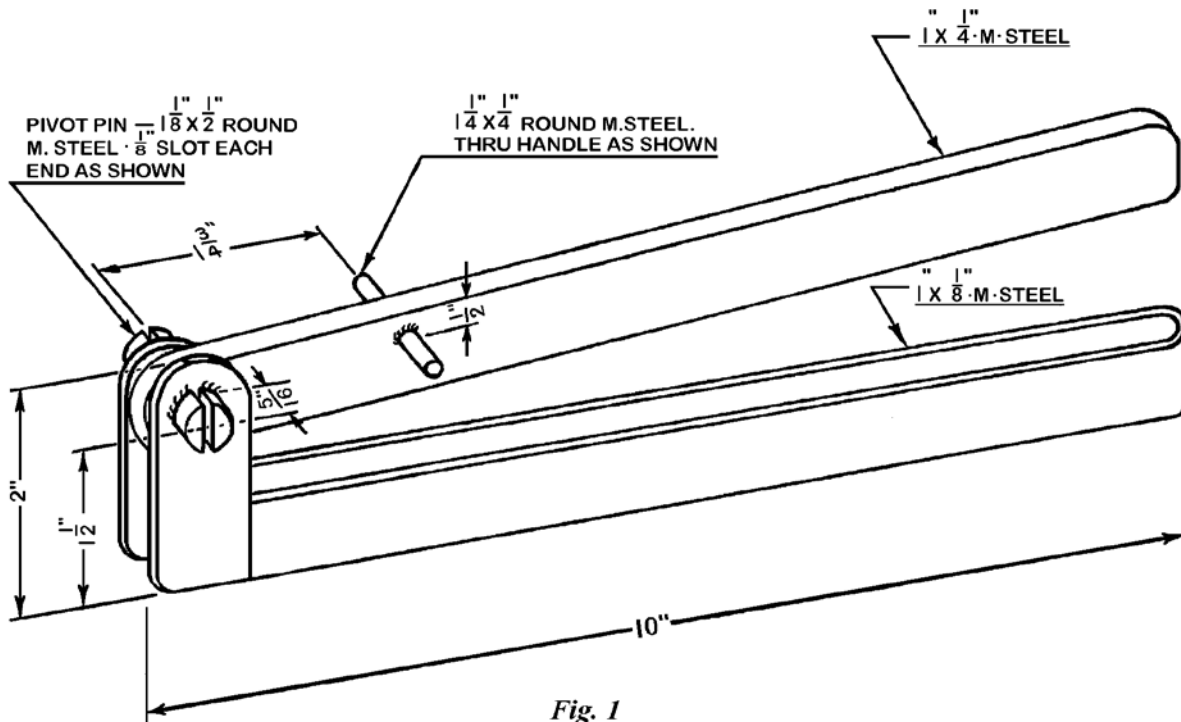


Fig. 1

## FRONT GRILLE AND ENGINE HOOD MISALIGNMENT

Investigation into recent reports on poor fitting Engine Hood and Hood Grille in relation to front fender and grille corner sections shows that in some cases there is a little more re-working required than normal adjustment.

When such a condition necessitates the re-forming or shaping of the forward contour of the Engine Hood this can be achieved by raising the Engine Hood and hammer setting the hood flange and reinforcement at locations shown in Fig. 4.

During the setting operation, apply hand pressure to the grille bar or engine hood front corner.

Misalignment between the hood grille and corner grille can often be corrected by gripping the underneath flange of the grille and pulling it out and upward.

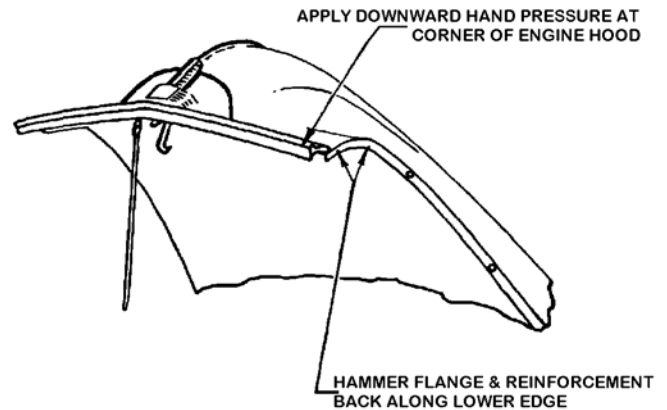


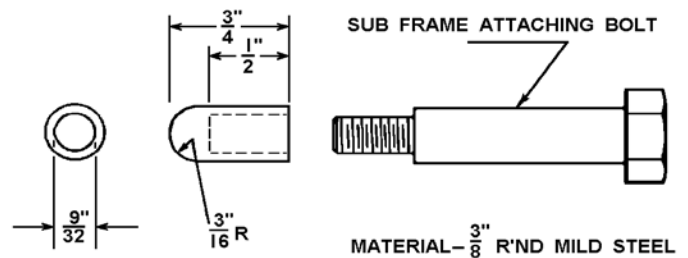
Fig. 4

## FRONT SUB-FRAME REPLACEMENT

When replacing a front sub-frame or a sub-frame attaching blot the threaded end of the shouldered bolt sometimes becomes damaged.

The operation of replacing or entering the bolt can be simplified and damage prevented by fabricating a small metal protective cap shaped like the nose of a bullet to fit over the threaded end of the bolt (see Fig. 2).

**Note:** If for handling reasons or precaution against the loss of because of its size, the  $\frac{3}{4}$ " dimension can be increased to any desired length.



**NOTE:—**  
CAP CAN BE CASE HARDENED WHERE WARRANTED

Fig. 1

## CROSSMEMBER TO SUB-FRAME RUBBER MOUNTINGS

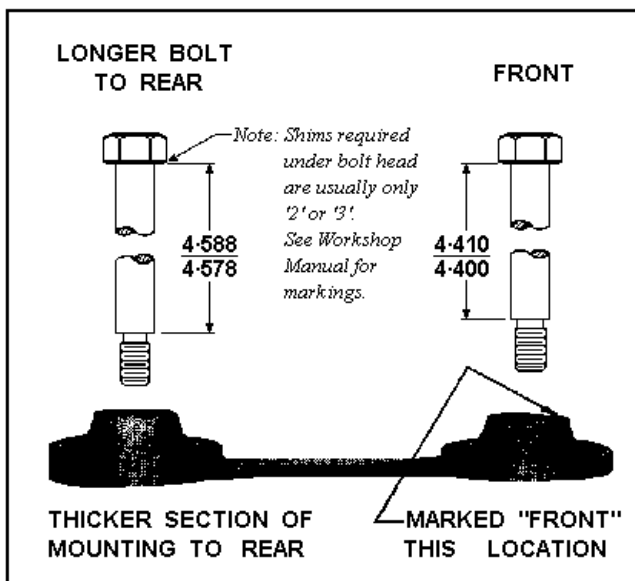


Fig. 1

Part No.	Length between under side of bolt head and shoulder at threaded end	Where Used
7400122	4.410 in. to 4.400 in. Nominal 4-13/32 in. (approx. 112mm)	At front at all times — also — at rear only on original single rubber type mounting.
7405875 Part of package No. 7405879	4.690 in. to 4.680 in. Nominal 4-11/16 in. (approx. 119mm)	At rear only when the service thicker type rubber is used at rear of mounting.
7408659	4.588 in. to 4.578 in. Nominal 4-37/64 in. (approx. 116mm)	At rear when one piece construction rubber is used at mounting