

Fig. 33—Burnishing Distributor Drive Shaft Bushing

- (1) Rotate crankshaft until NO. 1 cylinder is at top dead center on the firing stroke.
- (2) When in this position, the straight line on the vibration damper should be under "O" on 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 be parallel with center line of crankshaft (Fig. 34).

Installation of Distributor

- (1) Hold distributor over mounting pad on cylinder block with vacuum chamber pointing toward center of engine.
- (2) Turn rotor until it points forward and to approximate location of No. 1 tower terminal in the distributor cap.
- (3) Place distributor gasket in position.
- (4) Lower the distributor and engage the shaft in the slot of distributor drive shaft gear.
- (5) Turn distributor clockwise until breaker con-

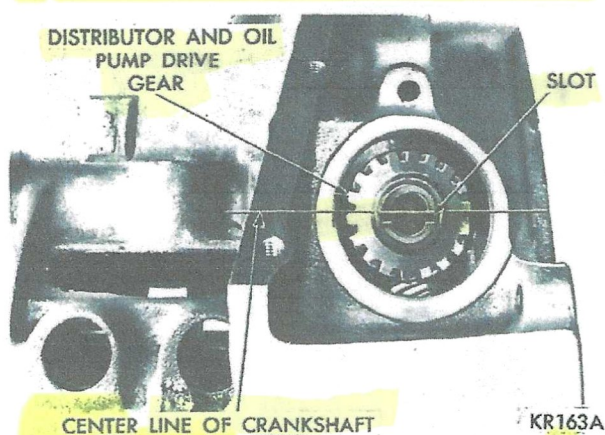


Fig. 34—Distributor Drive Gear Installed

tacts are just separating, install and tighten hold down clamp.

CYLINDER BLOCK

The cylinder block is of the deep block design which eliminates the need for a torque converter housing adapter plate. Its sides extend three inches below the crankshaft center line.

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.

The pistons and connecting rods must be removed from the top of the cylinder block. When removing piston and connecting rod assemblies from the engine, rotate the crankshaft so 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) Install bearing caps on mating rods.

Cleaning and Inspection

- (1) Clean cylinder block thoroughly and inspect 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" below the lead-in chamfer.
- (3) Examine block for cracks or fractures.

Cylinder Bore Inspection

The cylinder walls should be measured for out-of-round and taper with Tool C-119. If the cylinder bores show more than .005" out-of-round, or a taper of more than .010" or if the cylinder walls are badly scuffed or scored, the cylinder block should be rebored and honed, and new pistons and rings fitted. Whatever type of boring equipment is used, boring and honing operation should be closely coordinated with the fitting of pistons and rings in order that specified clearance may be maintained.

Honing Cylinder Bores

Before honing, stuff plenty of clean rags under the bores, over the crankshaft to keep the abrasive materials from entering the crankcase area.

(1) Used carefully, the cylinder bore resizing hone C-823 equipped with 220 grit stones and 390 extensions necessary with 383 and 440 cubic inch engines is the best tool for this job. In addition to deglazing,