



pressure on the component and check for warpage. Replace any component if more than a slight degree of warpage exists. In cases where there is a slight amount of warpage, it can often be eliminated by placing the mating surface of each component on a large sheet of 120 emery cloth. Apply a slight amount of pressure (Figure 48) and move the component in a figure-8 pattern. Remove the component and emery cloth and recheck surface flatness on the pane of glass.

If warpage exists, the high spots will be dull while low areas will remain unchanged in appearance. It may be necessary to repeat this

procedure 2-3 times until the entire mating surface has been polished to a dull luster. Do not remove more than a total 0.010 in. from the cylinder block and head. Finish the resurfacing with 180 emery cloth.

1. Clean the cylinder block and crankcase cover thoroughly with solvent and a brush.
2. Carefully remove all gasket and sealant residue from the cylinder block and crankcase cover mating surfaces.
3. Check the cylinder heads and exhaust ports for excessive carbon deposits or varnish. Remove with a scraper or other blunt instrument.
4. Check the block, cylinder head and cover for cracks, fractures, stripped bolt or spark plug holes or other defects.
5. Check the gasket mating surfaces for nicks, grooves, cracks or excessive distortion. Any of these defects will cause compression leakage. Replace as required.
6. Check all oil and water passages in the block and cover for obstructions. Make sure any plugs installed are properly tightened.
7. Make sure all water passage restrictors (Figure 49) are in good condition and properly installed. Figure 50 shows V4 restrictor location and water circulation. Damaged, loose or missing restrictors will interfere with cooling water circulation and result in possible engine overheating.
8. Check the inner and outer exhaust covers for signs of overheating or warpage. Replace as required.
9. Check crankcase recirculation orifice, if so equipped, and clean with tool part No. 326623.

NOTE

If a compression test before disassembling the engine showed a loss of compression and no vacuum leaks were found, check the labyrinth seal condition very carefully in Step 10.

10. If engine uses labyrinth seals (grooves in the block and crankcase cover on either side