



FIG. 15—Checking Timing Gear Runout

backlash between the camshaft gear and the crankshaft gear with a dial indicator. Hold the gear firmly against the block while making the check. Refer to specifications for the backlash limits.

#### TIMING GEAR RUNOUT

Install a dial indicator on the cylinder block as shown in Fig. 15. Hold the camshaft gear against the camshaft thrust plate, and zero the indi-

cator. Rotate the crankshaft to turn the camshaft, while holding the camshaft gear against the thrust plate. Check the gear runout through one complete revolution of the camshaft. If the gear runout exceeds specifications, remove it and check for burrs or foreign particles on or between the camshaft and gear joining flanges. Check the runout. If it still exceeds specifications, replace both gears.

Follow the above procedure to check crankshaft gear runout.

## IN-VEHICLE ADJUSTMENTS AND REPAIRS

### ADJUSTMENTS

#### VALVE CLEARANCE—MECHANICAL TAPPETS

It is important that the valve clearance be held to the correct specifications. If the clearance is set too close, the valve will open too early and close too late, resulting in rough engine idle. Burning and warping of the valves will occur also because the valves cannot make firm contact with the seats long enough to cool properly. If the clearance is excessive, it will cause the valve to open too late and close too early, causing valve bounce. In addition, damage to the camshaft lobe is likely because the tappet foot will not follow the pattern of the camshaft lobe, causing a shock contact between these two parts.

#### Preliminary (Cold)

If some component of the valve train has been replaced, i.e., rocker arm, push rod, camshaft, etc., it will be necessary to make a preliminary (cold) valve clearance adjustment before starting the engine. If the valve clearance adjustment is made for an engine tune-up, follow the final (hot) adjust ment procedure.

On V-8 engines, the cylinders are numbered from front to rear: right bank, 1-2-3-4; left bank, 5-6-7-8. On the 401, 477 and 534 V-8 engines, the valves are arranged from front to rear on both banks, E-1-E-1-E-1-E-1-E.

1. Disconnect the brown lead (if terminal) and the red and blue lead (if

STEP 1.—SET NO. 1 PISTON ON T.D.C. AT END OF COMPRESSION STROKE—ADJUST NO. 1, 5, 6 EXHAUST AND NO. 2, 4, 5 INTAKE.

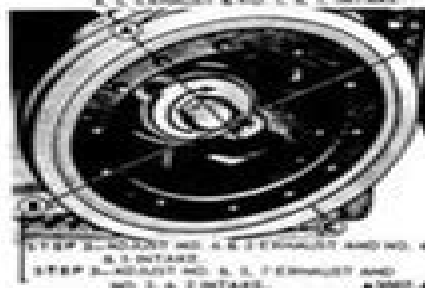


FIG. 16—Preliminary (Cold) Valve Clearance 401, 477 and 534 SD V-8



FIG. 17—Typical Valve Clearance Adjustment—401, 477 and 534 SD Engines



FIG. 18—Checking Valve Clearance—Hydraulic Valve Lifters

terminal) at the starter relay. Install an auxiliary starter switch between the battery and 5 terminals of the starter relay. Crank the engine with the ignition switch OFF.

2. On the 401, 477 and 534 V-8 engines, make three chalk marks on the crankshaft damper (Fig. 16). Space the marks approximately 90 degrees apart so that with the timing marks the damper is divided into four equal parts (90 degrees represents 1/4 of the distance around the damper circumference). Set the intake and exhaust valve clearance (Fig. 17) to specifications with a step-type feeler gauge (go and no go).

Rotate the crankshaft until No. 1 piston is near TDC at the end of the

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Remove the throttle body. Remove the 2 bolts, the nut and the upper intake manifold support bracket. Disconnect the RH CMP electrical connector. Can you remove an engine without the transmission? Jan 2, 2019 — In this case, it is easy to remove the engine alone and remounting the engine is also easy. Another method is Transmission and Engine forming ... removing transmission - Lincoln LS Questions Jul 10, 2011 — removing transmission 1 Answer. Transmission seal on FWD is leaking.... · Transmission 3 Answers. What would cause a transmission to freeze up? Lincoln LS The Lincoln LS is a four-door, five-passenger luxury sedan manufactured and marketed by Ford's Lincoln division over a single generation from 1999–2006.

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