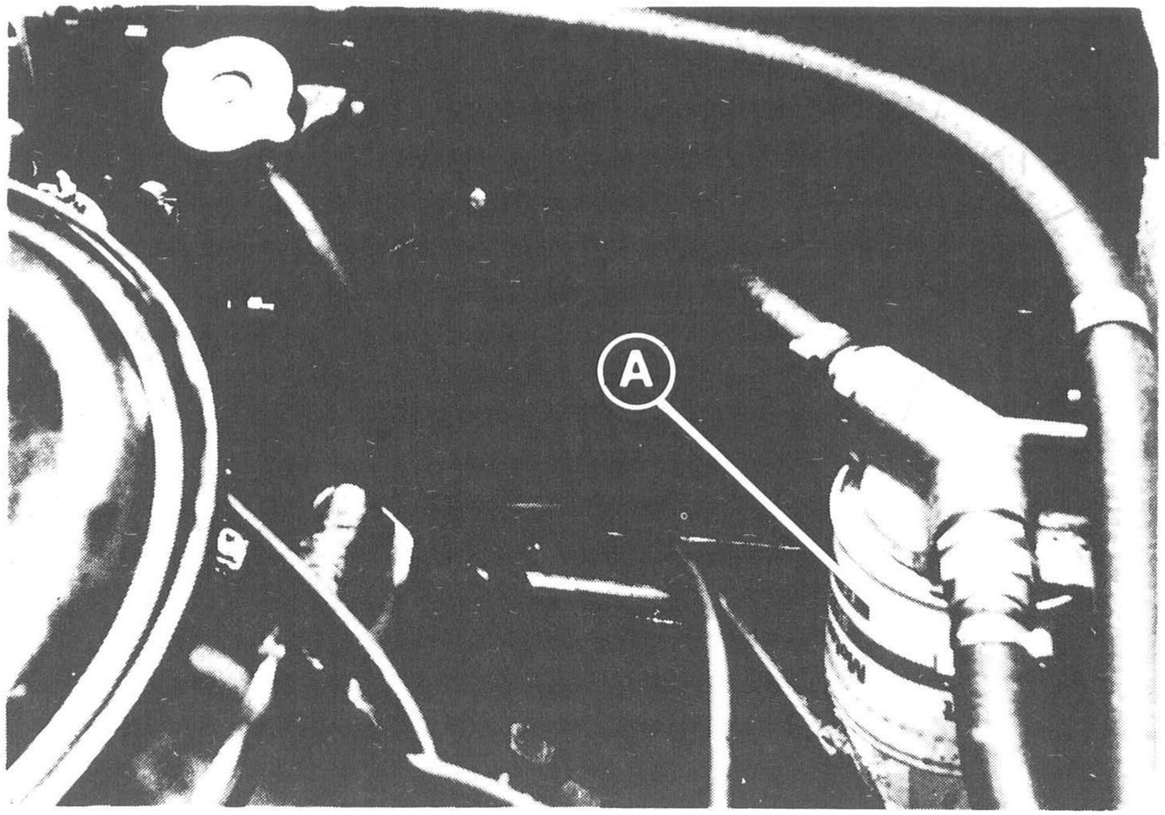

Fig 21

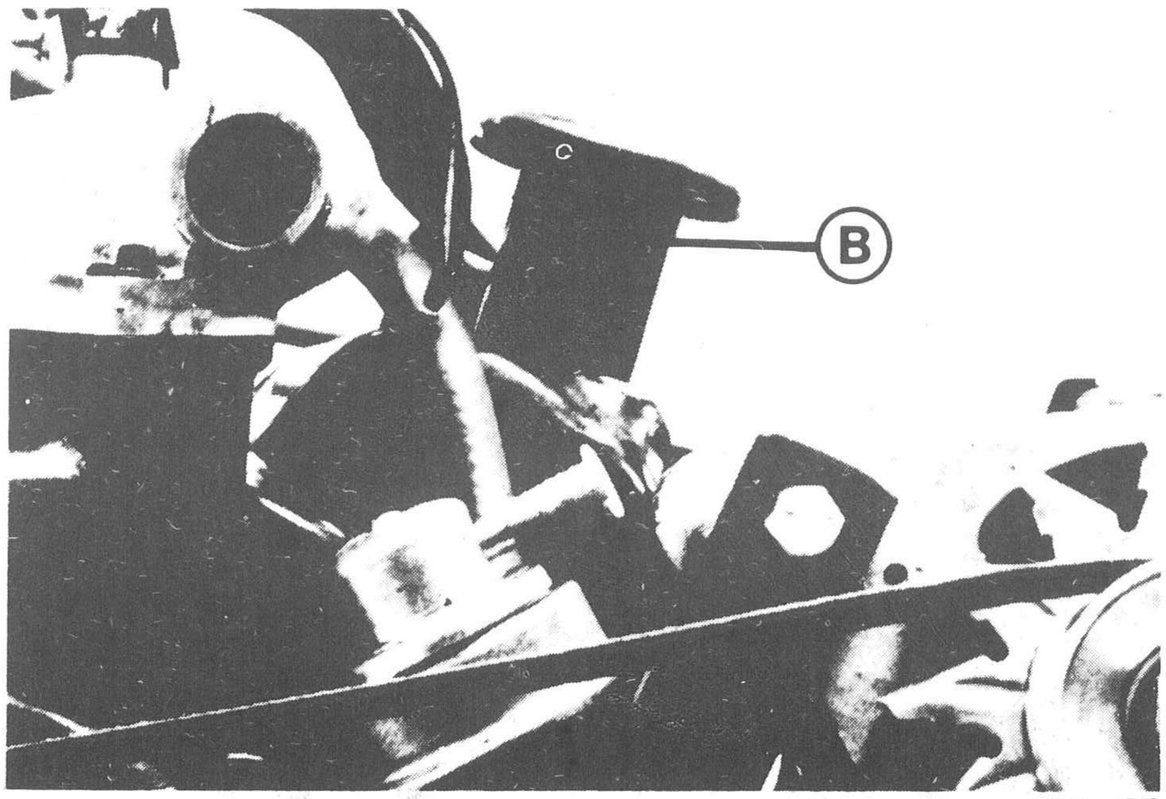

Fig 22

Lubrication System

This has been developed by AC for high performance duties. To permit the use of a remote oil filter and oil cooler, a special Y-piece is screwed into the normal filter orifice in the crankcase. From the outward flow branch of the Y-piece a flexible hose conducts the oil to the full-flow filter 'A' (Fig 21) on the rear bulkhead of the engine bay, and thence to an oil cooler on the side wall. From the oil cooler, the oil returns to the inward flow branch of the Y-piece and is force-fed to the engine bearings, etc. The oil filler is an orifice 'B' (Fig 22) in the left-hand valve rocker cover, with push-on cap. A dipstick, 'C' (Fig 23) cranked to clear the exhaust system, fits into an orifice on the right-hand side of the crankcase, and has "Max" and "Min" readings. Take dipstick readings when the car is not on a camber, and preferably with a cold engine. Take out the dipstick and wipe it clean; then re-insert in the orifice to get a true reading.

To drain Engine Oil. Warm up the engine to normal running temperature, stand the car on level ground with a receptacle of adequate capacity under the sump, remove the oil filler cap and then the drain plug 'D' (Fig 24) in the base of the sump. Allow the system to drain thoroughly. While it is doing so, place another receptacle under the oil filter and remove the disposable filter element. Use care, as this contains an appreciable quantity of used oil.

To refill, first remove receptacles and replace drain plug; renew filter element (see below). Then refill the sump through the filler orifice in the valve rocker cover, until a "Max" reading is obtained on the dipstick. (See page 38 for quantities required.) After the car is next used, check the oil level, as filter capacity has to be taken into consideration. Top up as necessary.