

Suspension and steering**Bearing endfloat**

Front hub taper bearing (permissible tolerance)	0.0 to 0.003 in (0.0 to 0.076 mm)
Rear hub taper bearing (permissible tolerance)	0.001 in (0.025 mm) preload to 0.002 in (0.050 mm) endfloat

Roadwheels and tyres**Wheels:**

Steel:	Tyres
3.50 x 10	145 SR x 10*
4.50 x 12	145/70 SR x 12*
Alloy:	
5J x 10	165/70 x 10
4.50B x 12	145/70 SR x 12

* The low rolling resistance tyres must only be replaced with items of the same type and specification

Tyre pressures

	lbf/in ²	bar
Steel roadwheel (145 SR x 10):		
Front	28	2.0
Rear	26	1.8
Steel roadwheel (145/70 SR x 12):		
Front	28	2.0
Rear	28	2.0
Alloy roadwheel (165/70 x 10):		
Front	24	1.7
Rear	26	1.8
Alloy roadwheel (145.70 SR x 12):		
Front	28	2.0
Rear	28	2.0

Torque wrench settings

	lbf ft	Nm
Driveshaft nut:		
Taper bearing hub*	150	203
Single split pin hole*	188 to 200	255 to 270

* continue to tighten until nut aligns with split pin hole

3 Routine maintenance

For vehicles manufactured after 1985 the service intervals for engine oil renewal have been extended and are as follows:

Manual transmission models – renew the engine oil and oil filter every 12 000 miles (20 000 km) or 12 months, whichever comes first.

Automatic transmission models – renew the engine oil and oil filter every 6000 miles (10 000 km) or 6 months, whichever comes first.

Your dealer will advise on service intervals if any doubt exists.

4 Engine**Engine mounting – upper tie-bar 1986 on**

1 From 1986 a Nyloc retaining nut is used in place of the standard plain nut and washer.

2 These nuts may be used on older engines, noting the new torque loading figure for Nyloc nuts given in the Specifications.

Inlet valve oil seals

3 In order to reduce oil consumption, valve stem oil seals are now being fitted to the inlet valves. Fitting of the seals has required the incorporation of modified valves with cotter grooves nearer the end of the stem. The valve spring seats have also been raised by 0.05 in (1.2 mm).

4 New type valves and seals can be fitted to old type cylinder heads in complete sets only, with the addition of a shim 0.05 in (1.2 mm) thick underneath each spring. These shims may also be found already fitted to engines which left the factory with the new type valves and seals in unmodified heads.

Cylinder head blanking plug – oil leakage

5 Persistent oil leakage from the cylinder head oil gallery blanking plug, situated just below the thermostat housing, may be corrected by the application of Loctite 572 prior to fitment of the brass blanking plug.

6 Alternatively, a 'Tuckers sealed rivet' which can be fitted using a blind rivet gun, is available from dealers.

7 This 'Tuckers sealed rivet' may be used on all models except the 1275 cc versions, and must also be coated with Loctite 572. On the 1275 cc engines the blanking plug is used with red Hermetite.

Crankshaft main bearings – 1985 on

8 Improved lead indium main bearings are now being fitted to all A-series engines.

9 These new bearings may only be fitted to engines with plain bottom shells in the main bearing caps.

Rear main bearing

10 When fitting the rear main bearing, it will be found that the cylinder block oilway is offset from the corresponding hole in the bearing shell. This condition is acceptable as long as an 0.09 in (2.3 mm) diameter steel rod can be inserted into the exposed section of the hole.

Front main bearing cap seal

11 When renewing this seal, apply a bead of RTV sealant to all of its mating surfaces. Doing this will ensure an oiltight seal.

Flywheel-to-crankshaft retaining bolts – refitting

12 Where the bolt which retains the flywheel to the crankshaft has been secured with thread locking compound or an encapsulated type of bolt is used, then prior to refitting all threads in the crankshaft must be thoroughly cleaned.

13 This should be done, preferably, by using a tap of the appropriate size.

14 Discard the old retaining bolt and use only a new encapsulated bolt incorporating a thread locking compound patch on refitting.

Timing cover

15 When fitting the timing cover, a bead of RTV sealant should be applied on each side of the new gasket on the lower half of the gasket only. After applying the sealant the timing cover should be fitted to the engine and the bolts tightened without delay before the sealant dries. This procedure provides a better seal against oil leaks.