



CHRYSLER
AUSTRALIA LTD.

DATE November 1st, 1971

SERVICE BULLETIN

NO. 9/71/6

To all CHRYSLER AUSTRALIA LIMITED DISTRIBUTORS AND/OR DIRECT DEALER

SUBJECT :

Cylinder
Block
Repairs.

This Bulletin covers the repair of cylinder blocks which have failed in service due to external water or oil leaks and stripped threads.

1. External water or oil leaks* may be repaired as follows :-

1.1 Inspect the block thoroughly to establish the cause and extent of the leak. Only holes and small porous areas may be repaired. These may occur in either the water jacket or crankcase section of the block.

(Do not attempt a repair on a gasket sealing surface.
* N.B. Oil leaks from a gallery must not be repaired by this method because the plug may restrict oil flow.)

1.2 Drill and tap the defect to accept either a $\frac{1}{8}$ or $\frac{1}{2}$ B.S.P. tapered plug.

1.3 Fit an appropriate plug using a suitable sealer.

1.4 Grind the plug flush with the block and touch up with engine enamel.

1.5 Test the sealed section of the water jacket with a pressure of 50 P.S.I.

CAUTION : When testing with air, care must be exercised to protect personnel from being injured in the event of a blowout.

2. Repair of stripped threads by the use of HELICOIL inserts.

2.1 Holes repaired by this method should be carried out according to the standards set by HELICOIL, taking care not to exceed the depth of holes as original and making sure that the top coil of the insert is below the finished surface.

2.2 Inserts may be used for the repair of all parallel holes for bolts and sinews, but not for the repair of tapered plug holes.

MODELS :

A11

GROUP :

Engine

M.G. Aspley

M.G. ASPLEY,