

Figure 70—Hydraulic Pump Drive Gear and Related Parts

5. Remove the rocker arm cover. Loosen the tappet adjusting screws and carefully remove the push rods.
6. Invert the engine so that the tappets will fall away from the camshaft.
7. Pull the camshaft gear away from the cylinder block as far as possible. Check the clearance

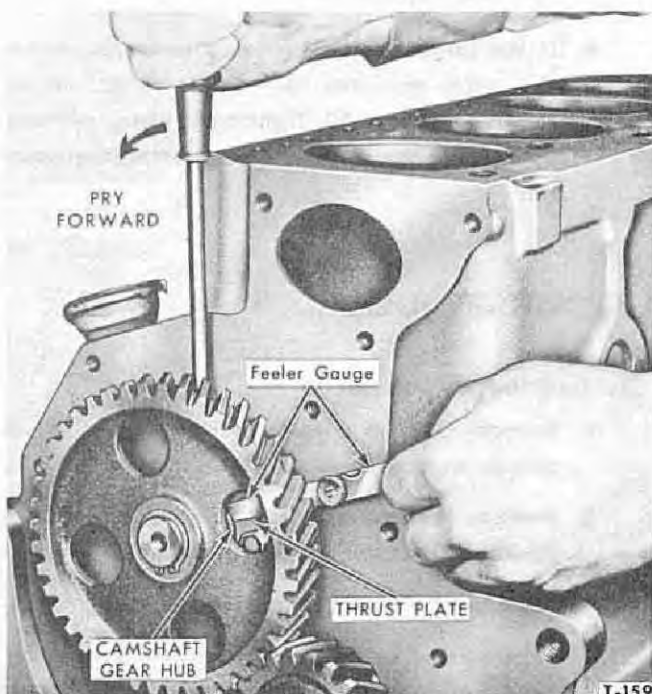


Figure 71—Checking Camshaft End Play

between the hub of the camshaft gear and the thrust plate with a feeler gauge, as shown in Figure 71. If the clearance exceeds 0.007", replace the thrust plate before reassembly.

8. Remove the two cap screws that attach the thrust plate to the cylinder block, as shown in Figure 72.
9. Carefully withdraw the camshaft from the cylinder block, being careful that the sharp edges of the cam lobes do not damage the cam bearing bores.
10. Remove the snap ring or bolt and washer from the front of the camshaft. Carefully press the camshaft out of the gear. Remove the Woodruff key from the camshaft.

B. Inspection

1. Visually inspect the camshaft journals and lobes for roughness, scores, nicks, pits or discoloration from heat. Inspect the distributor or fuel injection pump drive gear for worn or broken teeth. Replace the camshaft if any of these defects are evident.
2. Measure the diameter of the bearing journals and replace the shaft if less than 1.9245" or if

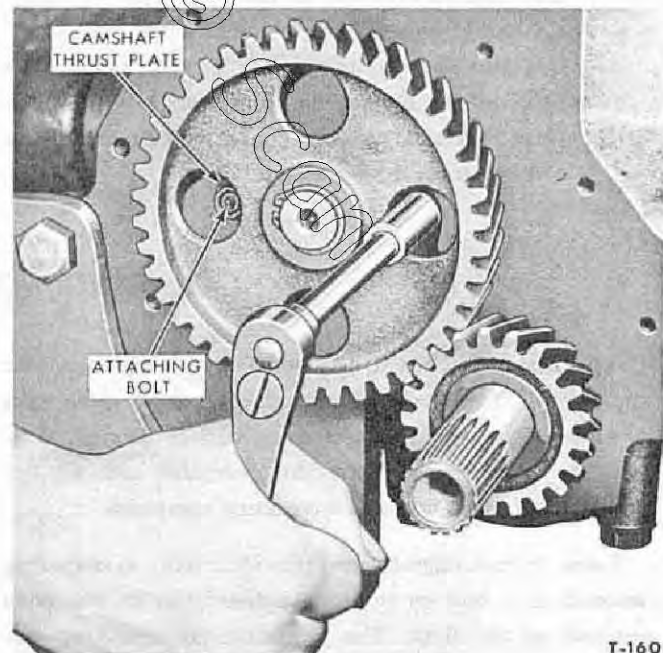


Figure 72—Removing Camshaft Thrust Plate Attaching Screws