

On a vehicle with an automatic transmission, remove the transmission and converter housing following the procedure in Volume One, Group 17—Automatic Transmission. Do not drain the transmission.

2. Refer to Part 21-01, Cleaning and Inspection, for flywheel face runout checking procedure. Remove the flywheel attaching bolts and remove the flywheel.

Installation

1. Clean and inspect all parts before installation. Position the flywheel on the crankshaft flange. Apply oil-resistant sealer to the attaching bolts. Install and torque the bolts to sequence across from each other to specification.
2. On a manual-shift transmission, install the clutch pressure plate, disc, and the transmission following the procedures in Volume One, Group 16—Clutch.

On a vehicle with automatic transmission, install the converter housing and transmission following the procedure in Volume One, Group 17—Automatic Transmission. It is not necessary to adjust the transmission linkage when it has been removed only for flywheel replacement.

CLUTCH PILOT BEARING

Inspection procedures are outlined under Flywheel Cleaning and Inspection in Part 21-01.

Removal

1. Remove the transmission, clutch pressure plate, and disc following the procedures in Volume One, Group 16—Clutch.
2. Using Tools T59L-100-B and T58L-101-A, remove the pilot Bearing (Fig. 22) and adapter.

Installation

1. A new clutch pilot bushing normally does not require lubrication. However, due to long storage periods, it may lose some of the lubricant pressed into the bushing in manufacture. It is therefore recommended that the new bushing be soaked in SAE-30 non-detergent type motor oil for a minimum of one-half hour before installation. **Do not lubricate with grease of any type.**
2. Using Tool T65L-7600-A, install the pilot service bushing (Fig. 23).
3. Install the clutch pressure plate, disc, and the transmission following the procedure in Volume One, Group 16—Clutch.

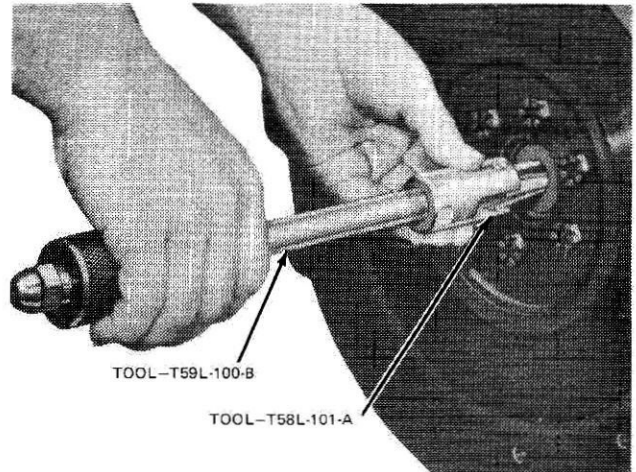
CAMSHAFT REAR BEARING BORE PLUG

Removal

1. On a vehicle with a manual-shift transmission, slide the transmission to the rear and remove the clutch pressure plate and disc following the procedure in Volume One, Group 16—Clutch.

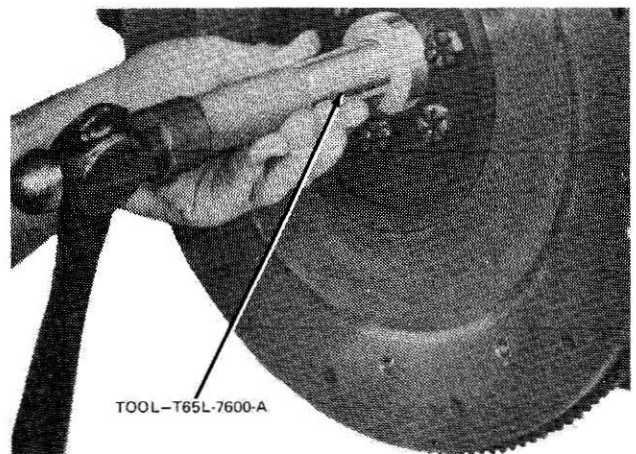
On a vehicle with automatic transmission, remove the transmission and converter housing following the procedure in Volume One, Group 17—Automatic Transmission.

2. Remove the flywheel attaching bolts and remove the flywheel and engine rear cover plate.



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FIG. 22 Removing Clutch Pilot Bearing



A2838-1A

FIG. 23 Installing Clutch Pilot Service Bushing

3. Remove the plug as detailed under Core Plugs in Part 21-01.

Installation

1. Install a new plug as detailed under Core Plugs in part 21-01.
2. Install the engine rear cover plate, apply oil-resistant sealer to the flywheel bolts and install the flywheel.

On a vehicle with a manual-shift transmission, install the clutch pressure plate, disc, and transmission following the procedure in Volume One, Group 16—Clutch.

On a vehicle with automatic transmission install the transmission and converter housing following the procedure in Volume One, Group 17—Automatic Transmission.

OIL PAN

FAIRMONT/ZEPHYR

Removal

1. Disconnect (2) oil cooler lines at radiator (if equipped).

2. Remove radiator top support (2) bolts.
3. Remove oil level dipstick.
4. Raise vehicle on hoist.
5. Drain crankcase.
6. Remove (4) bolts and nuts attaching sway bar to chassis and allow sway bar to hang down.
7. Remove K brace.
8. Lower front steering rack and pinion.
9. Disconnect battery lead at starter and remove (2) bolts attaching starter and remove starter.
10. Remove (2) nuts attaching engine mounts to support brackets.
11. Loosen (2) rear insulator to crossmember attaching bolts.
12. Raise engine and place 1 1/4" spacer between engine support insulator and chassis bracket.
13. Position jack under transmission and raise slightly.
14. Remove oil pan attaching bolts and lower pan to crossmember.
15. Position transmission cooler lines out of the way and remove oil pan (rotating crankshaft if required).
16. Clean oil pump pick-up tube and screen, oil pan gasket surface at cylinder block and oil pan.
17. Inspect oil pan for damage.

Installation

1. The oil pan has a two-piece gasket. Coat the block surface and the oil pan gasket surfaces with oil resistant sealer, and position gaskets to cylinder block.
2. Position the oil pan seals in the cylinder front cover and rear bearing cap (Fig. 25).
3. Insert gasket tabs under front and rear seals.
4. Position oil pan to cylinder block and install attaching bolts.
5. Position transmission cooler lines.
6. Lower jack under transmission.
7. Raise engine to remove spacers and lower engine to chassis.
8. Tighten (2) nuts attaching rear support insulator to crossmember.
9. Install (2) engine support to chassis through-bolts and nuts.
10. Position starter and install (2) attaching bolts and starter cable.
11. Reposition sway bar to chassis and install (4) bolts and nuts.
12. Reinstall front steering rack and pinion.
13. Reinstall K brace.
14. Lower vehicle partially and fill crankcase with oil.
15. Install oil level dipstick.
16. Connect oil cooler lines to radiator, install upper radiator support.
17. Lower vehicle, start engine and check for leaks.

GRANADA/MONARCH

Removal

1. Disconnect (2) oil cooler lines at radiator (if equipped).
2. Remove radiator top support (2) bolts.
3. Remove oil level dipstick.
4. Raise vehicle on hoist.
5. Drain crankcase.
6. Remove (4) bolts and nuts attaching sway bar to chassis and allow sway bar to hang down.
7. Disconnect battery lead at starter and remove (2) bolts attaching starter and remove starter.
8. Remove (2) nuts attaching engine mounts to support brackets.
9. Loosen (2) rear insulator to crossmember attaching bolts.
10. Raise engine and place 1-1/4 inch spacer between engine support insulator and chassis bracket.
11. Position jack under transmission and raise slightly.
12. Remove oil pan attaching bolts and lower pan to crossmember.
13. Position transmission cooler lines out of the way and remove oil pan (rotating crankshaft is required).
14. Clean oil pump pick-up tube and screen, oil pan gasket surface at cylinder block, and oil pan.
15. Inspect oil pan for damage.

Installation

1. The oil pan has a two-piece gasket. Coat the block surface and the oil pan gasket surfaces with oil resistant sealer, and position gaskets to cylinder block (Fig. 25).

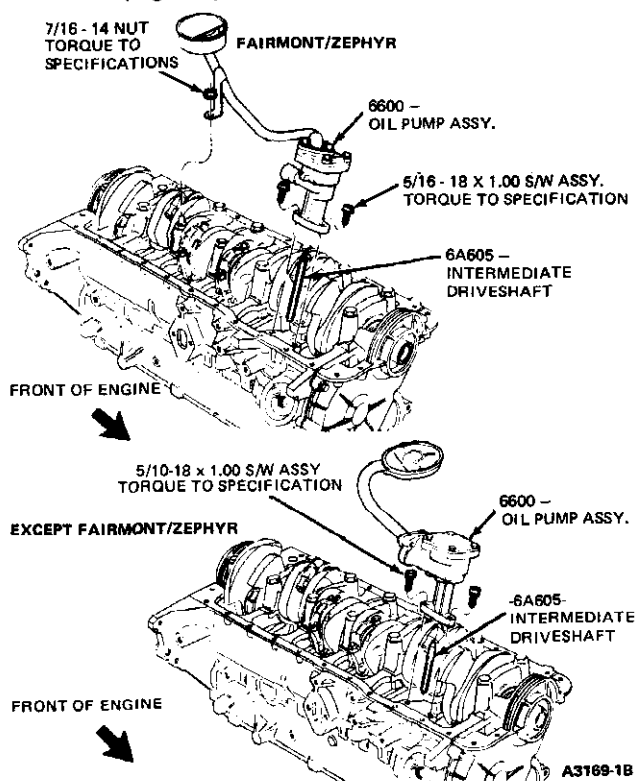
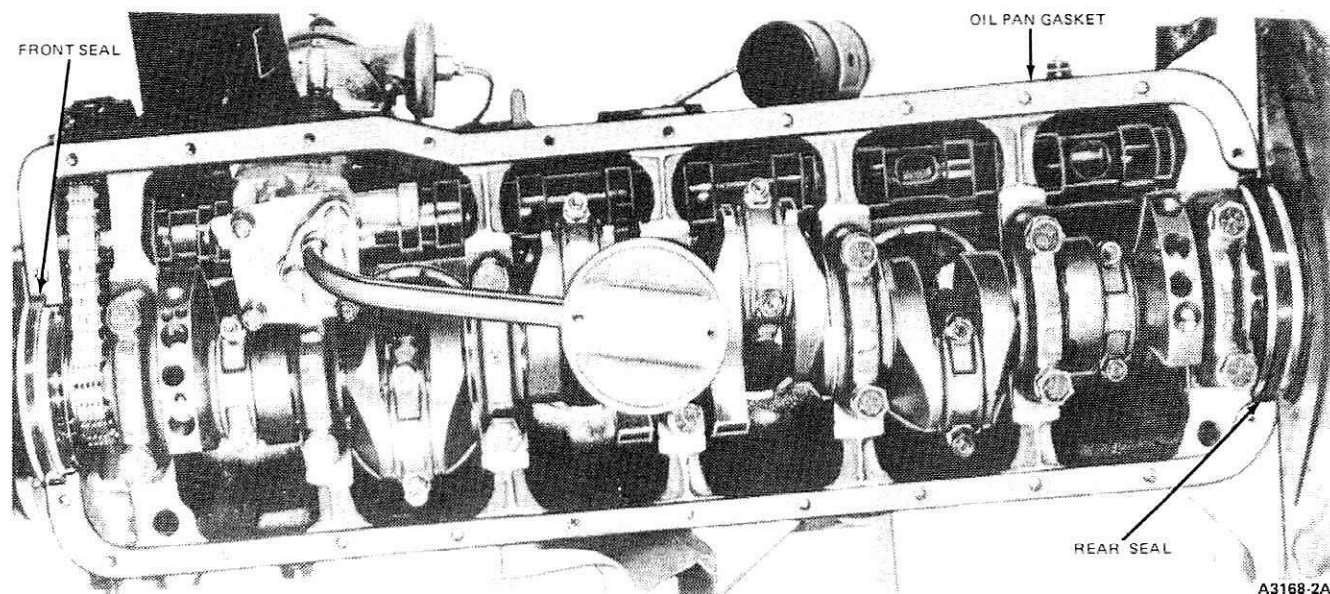


FIG. 24 3.3L (200 CID) I-6 Oil Pump Inlet Tube Installed



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FIG. 25 —3.3L (200 CID) I-6 Oil Pan Gaskets and Seals

- Position the oil pan seals in the cylinder front cover and rear bearing cap.
 - Insert gasket tabs under front and rear seals.
 - Position oil pan to cylinder block and install attaching bolts.
 - Position transmission cooler lines.
 - Lower jack under transmission.
 - Raise engine to remove spacers and lower engine to chassis.
 - Tighten (2) nuts attaching rear support insulator to crossmember.
 - Install (2) engine support to chassis through bolts and nuts.
 - Position starter and install (2) attaching bolts and starter cable.
 - Reposition sway bar to chassis and install (4) bolts and nuts.
 - Lower vehicle partially and fill crankcase with oil.
 - Install oil level dipstick.
 - Connect oil cooler lines to radiator, install upper radiator support.
 - Lower vehicle, start engine and check for leaks.
- Position a new gasket on the pump housing. Insert the intermediate drive shaft into the oil pump. Install the pump and shaft as an assembly. **Do not attempt to force the pump into position if it will not seat readily. The drive shaft hex may be misaligned with the distributor shaft. To align, rotate the intermediate drive shaft into a new position.** Torque the oil pump attaching screws to specifications.
 - Install the oil pan and related parts as outlined under Oil Pan Installation.

CRANKSHAFT REAR OIL SEAL

A split-lip type crankshaft rear oil seal is used for replacement on all engines. **If replacement is necessary, this type of seal must be used.** The complete seal can be replaced without removing the crankshaft. Refer to Part 21-01 for removal and installation procedures.

MAIN BEARINGS

Do not file or lap bearing caps or use bearing shims to obtain the proper bearing clearance.

Main bearings are available for service in standard sizes and 0.001 and 0.002 inch undersize. Undersize bearings, which are not selective fit, are available for use on journals that have been refinished.

OIL PUMP

Removal

- Remove the oil pan and related parts as outlined under Oil Pan Removal.
- Remove the oil pump attaching bolts and remove the oil pump, gasket, and intermediate drive shaft.

Installation

- Prime the oil pump by filling the inlet port with engine oil. Rotate the pump shaft to distribute the oil within the pump body.
- Position the intermediate drive shaft into the distributor socket.

Removal

- Drain the crankcase. Remove the oil level dipstick. Remove the oil pan and related parts.
- Remove the oil pump inlet tube and the oil pump.
- Replace one bearing at a time, leaving the other bearings securely fastened.

Remove the main bearing cap to which new bearings are to be installed.

- Insert the upper bearing removal tool (Tool 6331) in the oil hole in the crankshaft.