



HOME - CONTACTS - STANDINGS - CALENDAR - LIBRARY - RALLY - SLALOM - CONCOURS - HPDE
JCNA SHOPPE - CLASSIFIEDS - FORUMS - GALLERY - JAGUAR JOURNAL - CLUB LIST - JOIN A CLUB

- E-Type Forum -

[Help Page](#) - [Login](#)
[Register](#)

Index - Active Threads - Start New Thread

Charles Daubs

ember At Large *

forum user since 2012-07-20

2013-03-04 22:19:03

Timing cover, water pump help, PLEASE!

I have been fighting this since late September. To save some time, rest assured that I have tried all kinds of solutions. What it boils down to now is that I have a damaged front timing cover that needs to be removed. I have the bonnet off the car, the radiator, header tank and water pump removed, AGAIN.

I really don't want to remove the head! I have read other posts that indicate the front cover can be removed without removing the head. I have identified all the bolts that need to be removed. I have already removed all of the front bolts from the cover.

I have removed the nuts from studs in the top of the cover that go through the front edge of the head. I understand that those can be removed by double nutting them.

I have also removed nuts from studs on the far side, top corners of the cover that seem to come from the head. Is that correct, that they are from the head? There were also two bolts that were horizontal going through the cover that I removed, just in case.

I still have the bolts from the oil pan to remove, 4 if I count correctly. Is that right?

So, if I remove the studs from the head that come down into the front cover and remove the studs from the cover that go up into the head, is there ANYTHING else I need to worry about in order to get the front cover off???

Again, I really don't want to have to remove the head. This all started with a water pump going out. All I want to do is get back on the road! Good grief Charlie Brown.

Thank you all,

Charlie

Charlie
'64 E Type Coupe
Redding British Car Club

Joseph S Boyce

Jaguar Association of New
England *

forum user since 2011-04-04

2013-03-05 07:59:21

Timing cover, water pump help, PLEASE!

Charles,

I removed mine a while back to replace the front oil seal. Memory is it came off easily but back on was a trick because I didn't remove the studs from the head, so had to slide the cover back over the studs without damaging extended lip of the head gasket. I was able to do it this way, although your way is definitely better and you should have no problem at all putting back on.

Joseph Boyce
Lincoln, MA
66 E-type fhc

Charles Daubs

ember At Large *

forum user since 2012-07-20

2013-03-05 14:25:58**Timing cover, water pump help, PLEASE!**

Joseph,

Thank for the response. Was it necessary to remove the crank pulley? Did you have to loosen any of the head bolts?

I'm just at my breaking point fiddling with this thing and want to get it done as easily as possible.

Thank you!

Charlie

Charlie
'64 E Type Coupe
Redding British Car Club

Thomas E. Curren

Jaguar Club of Florida *

forum user since 2006-09-30

2013-03-05 15:30:10**Timing cover, water pump help, PLEASE!**

Charlie, have you dropped the oil sump yet? The balancer will have to be removed. Without dropping the sump, the front seal will not let the timing cover out. Might be just better to remove the head??

Cheers Tom

1961 E-types #90&53
1952 XK 120 OTS
1972 E-OTS

Charles Daubs

ember At Large *

forum user since 2012-07-20

2013-03-05 20:09:00**Timing cover, water pump help, PLEASE!**

Tom,

So I have to remove ALL of the sump bolts and actually let it hang? I can't just remove the 4 bolts that catch the front cover?

Thanks.

Charlie

Charlie
'64 E Type Coupe
Redding British Car Club

Joseph S BoyceJaguar Association of New
England *

forum user since 2011-04-04

2013-03-06 16:50:17**Timing cover, water pump help, PLEASE!**

Charles,

I'm afraid that is the case. For the timing cover to come forward, the front main seal has to as well, and this requires dropping the front of the sump about 1/2 in as I recall. My sump was already off. The worst part of fitting a sump is getting the rear end up over the torsion bar reaction plate without dislodging the rear felt half moon from the groove in the sump, and the operation's totally blind. I suggest you loosen the rear bolts just enough to get the front to lower 1/2 in and rest on a block of wood. That way the rear felt will hopefully remain in position. Replace the front main while you're in there. Good luck!

Joseph Boyce
Lincoln, MA
66 E-type fhc

2013-03-08 22:56:21**Timing cover, water pump help, PLEASE!**

Charlie Daubs

ember At Large *

forum user since 2012-07-20

Thanks all for the advice. I'll let you know how I do.

Charlie

'64 E Type Coupe

Redding British Car Club

2013-03-10 21:55:37**Timing cover, water pump help, PLEASE!****Charlie Daubs**

ember At Large *

forum user since 2012-07-20

Well, I drained the oil today. Had coolant in the oil as I suspected. Quite a bit. Will a couple of oil and filter changes take care of it after everything is fixed? Once I get the front cover off I can repair or replace it and button everything back up.

Thanks all!

Charlie

'64 E Type Coupe

Redding British Car Club

2013-03-11 00:36:50**Timing cover, water pump help, PLEASE!****Jay Weber**

Jaguar Club of Austin *

forum user since 2008-10-21

Hi Charlie,

If the coolant got into the oil pan through the damaged timing cover in the first place, then you may be in good shape. We're assuming that you have ruled out the possibility of the coolant entering the oil from a cracked head or a blown head gasket, which are the usual sources. If this turns out to be the case, you'll unfortunately be back to removing the head.



Good luck,
Jay

1972 Series Three V-12 E-Type FHC
1967 Series One 4.2L E-Type 2+2 FHC
1961 RHD Mark IX saloon

2013-03-11 01:10:52**Timing cover, water pump help, PLEASE!****Charlie Daubs**

ember At Large *

forum user since 2012-07-20

Thanks Jay,

I'm certain it's from the timing cover. So when I'm done fresh oil and filter and I'm good to go?

Charlie

'64 E Type Coupe

Redding British Car Club

2013-03-11 15:43:10**Timing cover, water pump help, PLEASE!****Jay Weber**

Jaguar Club of Austin *

forum user since 2008-10-21

You should be okay. The water is heavier than the oil, so the water should have been the first thing to come out of the oil pan drain. Any residual moisture should turn to steam as soon as the engine warms up and exit out the breather vent on the front of the cylinder head.

When you replace the timing cover, just be careful that the top edge of the cover is adequately sealed against the mating surface of the cylinder head, and that the (hopefully) new front crank seal is seated up into the timing cover recess.

All the best,
Jay



1972 Series Three V-12 E-Type FHC
 1967 Series One 4.2L E-Type 2+2 FHC
 1961 RHD Mark IX saloon

Charlie Daubs
 ember At Large *

forum user since 2012-07-20

2013-03-14 00:22:41

Timing cover, water pump help, PLEASE!

Well I can't get to the last 2 bolts in the rear of the sump, so I have changed plans. Off with her head! This is easier than I thought. Should have gone this route in the first place.

Now if I can just find a Churchill J-2 upper timing chain tension adjusting tool.....

Charlie
 '64 E Type Coupe
 Redding British Car Club

George Camp

Jaguar Society of South Carolina *

forum user since 2002-11-24

2013-03-14 04:55:24

Timing cover, water pump help, PLEASE!

Charles you wrote the JCNA tool loan program about that tool. We responded we have plenty of them for loan--so many in fact we have some for purchase as stated in the tool program. Purchase would seem the best route as after shipping both ways you would be ahead. We did not get a response to the question. Please feel free to discuss this at 888-258-2524 ex #3.

JCRC SE
 JCNA VP



Charlie Daubs
 ember At Large *

forum user since 2012-07-20

2013-03-14 15:30:57

Timing cover, water pump help, PLEASE!

Thank you George!

Charlie
 '64 E Type Coupe
 Redding British Car Club

Charlie Daubs
 ember At Large *

forum user since 2012-07-20

2013-03-17 23:39:56

Re.: Timing cover, water pump help, PLEASE!

Edited on 2013-03-17 23:43:09

Edited on 2013-03-17 23:40:50

The saga continues! Good grief.

Well, I couldn't drop the pan. Not at first anyway. So I pulled the head after all. Here is what I found.

Can somebody advise what they think after seeing the pictures? I have never seen this on valves before. The dark ones are the intake and the lighter colored ones are the exhaust. Also the piston tops look very carbonized. The engine has very low miles on it since last rebuild. Could this just be because of frequent, short trips?

Thank you.

Charlie
'64 E Type Coupe
Redding British Car Club



2013-03-18 00:11:30

Re.: Timing cover, water pump help, PLEASE!

William Brady

Jaguar Owners Club, Inc. *

forum user since 2004-02-15

Perhaps extreme heat from high octane fuel coupled with a water leak?

Jaguar affectionado and etc.

2013-03-18 01:12:25

Re.: Timing cover, water pump help, PLEASE!

Jay Weber

Jaguar Club of Austin *

forum user since 2008-10-21

Hi Charles,

The dry, black, sooty appearance would seem to indicate that you are running rich, and the deposits on the exhaust valve looks like what I have encountered back in the days of leaded fuel. Are you perhaps running leaded avgas, marine, or racing fuel?

All the best,
Jay

1972 Series Three V-12 E-Type FHC
1967 Series One 4.2L E-Type 2+2 FHC
1961 RHD Mark IX saloon



Charlie Daubs

ember At Large *

forum user since 2012-07-20

2013-03-18 01:52:14

Re.: Timing cover, water pump help, PLEASE!

Jay,

Just premium pump gas. No additives. Didn't have a chance to run the car for much after I got it before the water pump went out. So not too sure about the mixture. Here is a look at one of the pistons as well.

Charlie

'64 E Type Coupe

Redding British Car Club



2013-03-18 05:41:24

Re.: Timing cover, water pump help, PLEASE!

Peter CrespinNation s Capital Jaguar Owners
Club *

forum user since 2010-05-20

How many miles did you do on this engine since it was rebuilt? How many short trips since the last time it was run at significant speed to burn off carbon (say 3500 rpm-ish for 15 minutes).

Pete

Pete Crespin, Gaithersburg, MD, 66 D-type, 70 FHC

2013-03-18 14:57:24

Re.: Timing cover, water pump help, PLEASE!

Charlie Daubs

ember At Large *

forum user since 2012-07-20

Pete,

Total mileage on engine I can only guess and say well under 5,000. It was always driven very short distances by my father before I got it. After I got it, we were only able to take one trip before the water pump went out.

I figure a lot of it is because of all of the short trips made.

Charlie

'64 E Type Coupe

Redding British Car Club

Charlie Daubs

ember At Large *

forum user since 2012-07-20

2013-03-18 15:00:17**Re.: Timing cover, water pump help, PLEASE!**

Can anybody advise the size of the 3 studs in the front cover for the water pump. All three of mine have been replaced with bolts, one of which was heli coiled. I now have a new (previously owned) front cover that is in much better condition than the original, but it too is missing the studs.

I need thread size, both ends and over all length. Also pushing my luck here, a source for them?

Thank you all so much!

Charlie
'64 E Type Coupe
Redding British Car Club

Dick Maury

North Georgia Jaguar Club *

forum user since 2006-09-17

2013-03-18 22:21:10**Re.: Timing cover, water pump help, PLEASE!**

Before you use your "new" timing cover, realize that they are machined with the top of the block so when you torque your head, the timing cover is also torqued. If it does not match, you will have a leak around the front of the engine. The deposits on the valves are oil. Running rich is sooty and will wipe off. Oil will crust like this and more so on the exhaust valve because of heat. Check your rings and valve guides but most likely rings for blow by. This will be rather hard to do now that the head is off.

Dick Maury, Rebuild Department, Coventry West, JCNA President

**Charlie Daubs**

ember At Large *

forum user since 2012-07-20

2013-03-18 23:07:21**Re.: Timing cover, water pump help, PLEASE!**

Dick,

I had no idea about the front cover being machined with the block. Thanks for that info. I was suspecting the rings after seeing the valves. Since the car hadn't been driven much nor regularly, I was suspect that the rings might not have seated properly.

I guess just to be safe I'm looking at an engine rebuild. Oh well, might as well bite the bullet and have a car I am confident in.

THANK YOU!

Charlie
'64 E Type Coupe
Redding British Car Club

Charlie Daubs

ember At Large *

forum user since 2012-07-20

2013-03-20 01:21:45**Re.: Timing cover, water pump help, PLEASE!**

Another item for anyone to chime in on...the car was fitted with Champion N12Y plugs. Should I still use these or go for a cooler plug or maybe a hotter plug? I know the books say to use N11Y. Any other brand work better?

Just read up about plugs on the internet. I realize there is no firm answer as it can all be based on driving style, length of drive etc. Just trying to figure things out for the future.

By the way, I've decided to do a rebuild on the engine. At least I'll have a good starting point from here on.

Thanks

Charlie
'64 E Type Coupe
Redding British Car Club

2013-03-20 08:04:27

Re.: Timing cover, water pump help, PLEASE!

Dick Maury

North Georgia Jaguar Club *

N12YC is the best plug in my opinion. The "C" refers to copper core which extends the heat range and covers the original N11Y range as originally specified. If you need a resistor plug, just add an "R" in front of the number.

forum user since 2006-09-17

Dick Maury, Rebuild Department, Coventry West, JCNA President



LEGAL NOTICES

copyright 2002-2008 JAGUAR CLUBS OF NORTH AMERICA, INC.