

2. Unscrew the filter from the cylinder block. Check to see if the filter adapter plate is properly positioned (Fig. 40). Clean the cylinder block filter recess.

3. Coat the gasket on the new filter with oil, then place the filter in position on the block. Hand tighten

the filter until the gasket contacts the adapter face, then advance it $\frac{1}{2}$ -turn.

4. Operate the engine at fast idle and check for leaks. If oil leaks are evident, perform the necessary repairs to correct the leakage. Check the oil level and fill the crankcase if necessary.

11. EXHAUST SYSTEM

The procedures given apply to all models and to both right and left assemblies on dual exhaust equipped cars. The dual exhaust system for the conventional car is shown in Fig. 41.

Muffler Inlet Pipe Replacement

CONVENTIONAL CAR

1. Remove the lower half of the muffler outlet pipe clamp. Loosen the inlet pipe to muffler clamp, then

slide the clamp forward. Drive the muffler off the inlet pipe, then position the muffler so that it clears the end of the inlet pipe. Remove the inlet pipe to manifold retaining nuts, then remove the inlet pipe. *Remove the exhaust gas control valve from the right exhaust manifold.*

2. Remove the old gasket material from the exhaust manifold and from the exhaust gas control valve.

3. Install a new gasket on the exhaust manifolds. In-

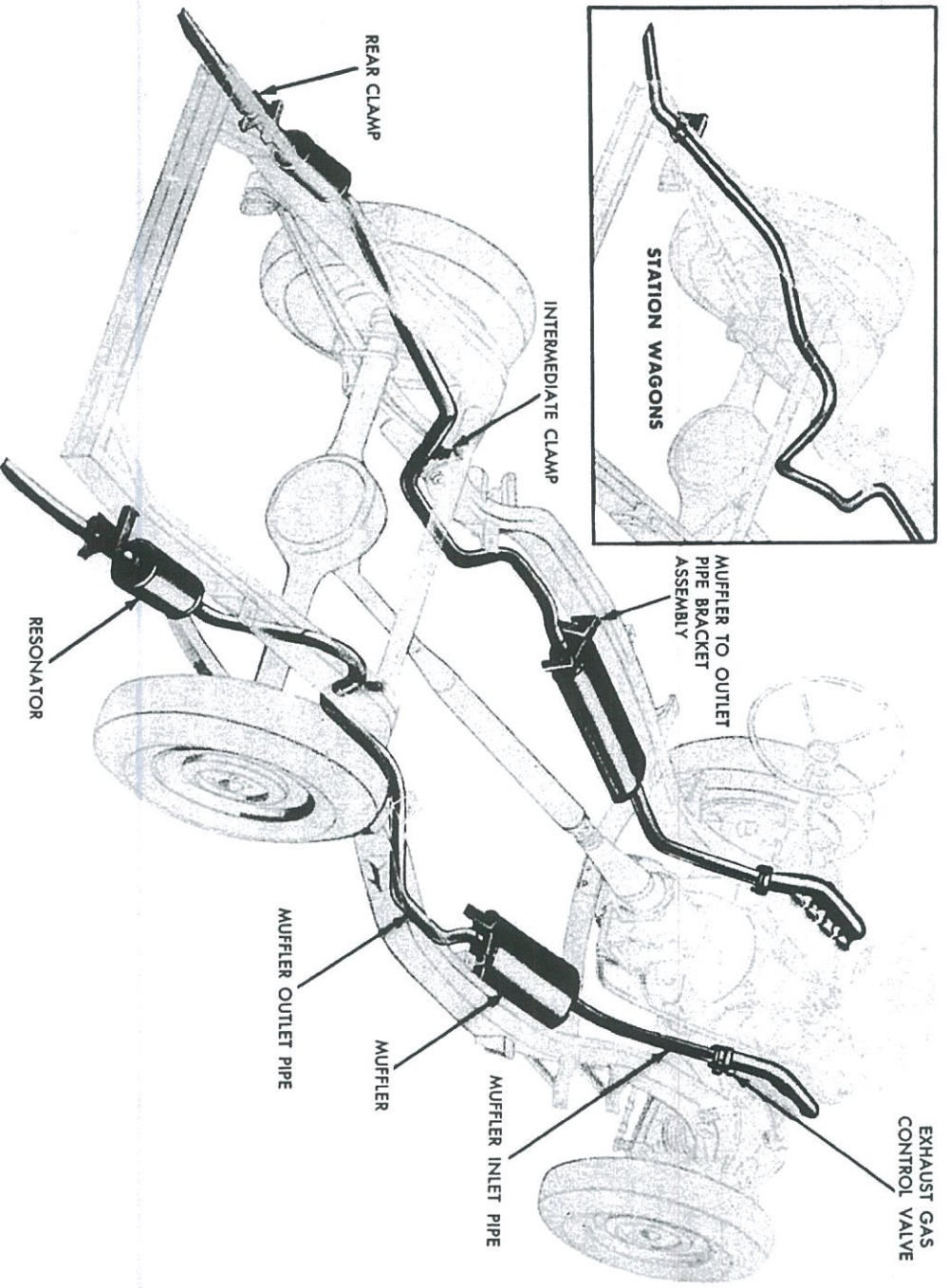


Fig. 41—Dual Exhaust System—Conventional Car