# SERVICING VALVE CHAMBER COVERS ON V-8 MOTORS

**Jan, 1935 Canadian Service Bulletin**

Six designs of valve chamber covers have been used on V-8 motors as outlined here below.

**PART 18-6520**—(Illustrated in Fig. 158). Valve chamber cover—aluminium—for use with single throat carburettor—has split clamp at front end for post type generator mounting.

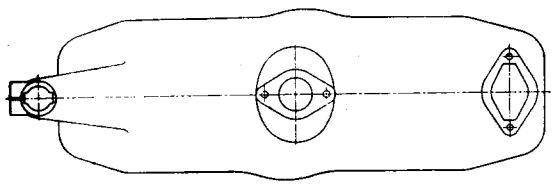


*Fig.* 158.

**PART 40-6519-AR**—(Illustrated in Fig. 159). Valve chamber cover—aluminium—for use with single throat carburettor—has vertical face and stud for generator mounting.

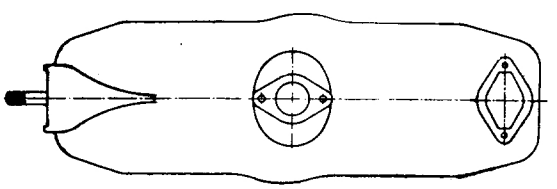


*Fig.* 159.

**PART 40-6519-B**—(Illustrated in Figs. 160 and 161). Valve chamber cover—aluminium—for use with dual carburettor. Supplied in two types.

(a) Light Design—distinguished by scalloped edges. (Refer Fig. 160.)

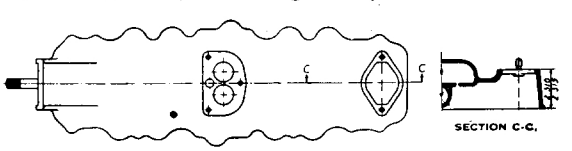



*Fig.* 160.

(b) Heavy Design—distinguished by straight edges. (Refer Fig. 161.)

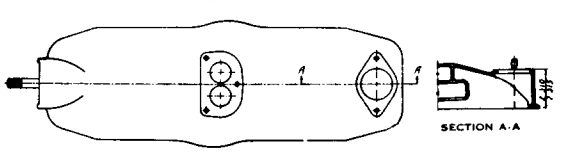



*Fig.* 161.

**Do not confuse Part 40-6519-B Light Design** (refer Fig. 160) **with Part 48-6519** (refer Fig. 163). (Note difference in height of fuel pump boss.)

**PART 40-6519-C**—(Illustrated in Fig. 162). Valve chamber cover—cast iron—for use with dual carburettor on 1934 and 1935 trucks.

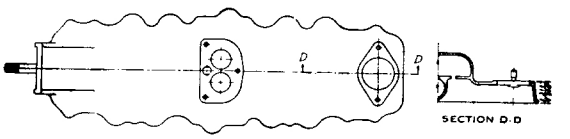



*Fig.* 162.

**PART 48-6519**—(Illustrated in Fig. 163). Valve chamber cover—aluminium—for use with dual carburettor. The fuel pump adapter mounting boss is 1" lower than Part 40-6519-B.

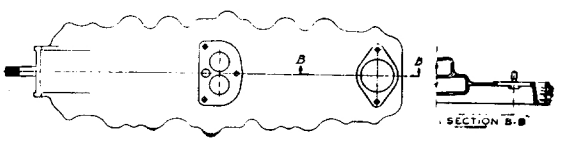



*Fig.* 163.

The 40-6519-B cover (either light or heavy design) will not be supplied for service when present stocks are exhausted. Part 48-6519 will be used for replacement. As there is considerable difference between assembly of fuel pump adapter, fuel pump push rod, and relative parts, on Model 18 and 40 engines, and Model 48 engines with crankcase ventilation, as illustrated in Figs. 164 and 165 respectively, all mechanics should familiarise themselves with the following information, which will facilitate replacement of 40-6519-B valve chamber covers, light or heavy design, with 48-6519 cover.

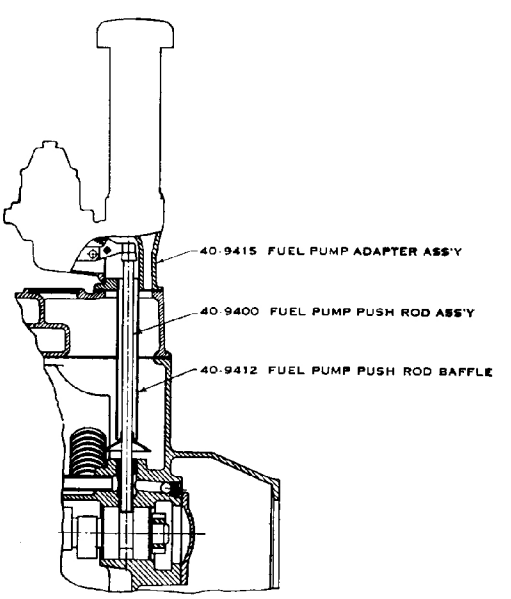



*Fig.* 164.

**Installation of 48-6519 valve chamber cover on Model 18 and 40 engines with fuel pump assembled as illustrated in Fig. 164.**

(1) Shorten 40-9412 fuel pump push rod baffle (refer Fig. 164) by sawing 1" from bottom end.

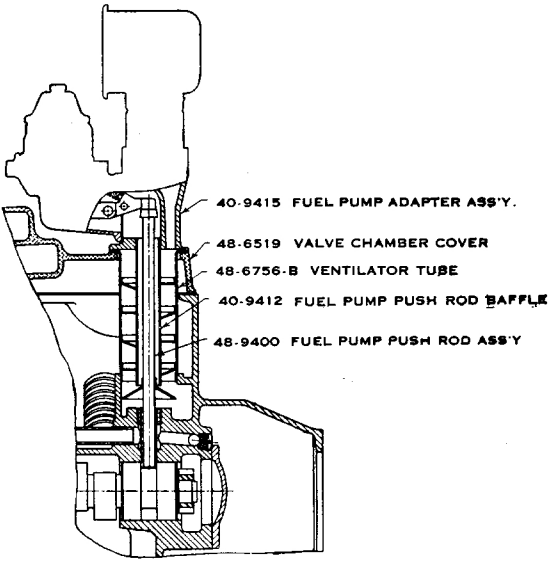



*Fig.* 165.

(2) Replace Part 40-9400 fuel pump push rod assembly with Part 48-9400, which is 1" shorter.

**Installation of 48-6519 valve chamber cover on V-8 engines with crankcase ventilation, as illustrated in Fig. 165.**

NOTE—The 40-6519-B cover, heavy design, illustrated in Fig. 161, was used on approximately the first 3000 1935 model V-8 passenger and commercial car engines.

(1) Measure length of 40-9412 push rod baffle (refer Fig. 165). If $5\frac{1}{2}$" overall length reduce to $4\frac{1}{2}$" by cutting 1" from lower end. If baffle is $4\frac{1}{2}$" long overall, no change is necessary.

(2) Install 48-6756-B Ventilator tube (4" overall length) (refer Fig. 165). The original tube 40-6756-A (5" long) cannot be shortened.

(3) Install 48-9400 fuel pump push rod assembly.

Current production of V-8 motors is equipped with latest design parts, namely—

48-6519—Valve chamber cover.

40-9415—Fuel pump adapter assembly, having 40-9412 baffle $4\frac{1}{2}$" long.

48-6756-B—Ventilator tube 4" long.

48-9400—Fuel pump push rod assembly.

The assembly of which is illustrated in Fig. 165.