

# Cam Cover Gasket Renewal, On A TT

Tools:

10 mm Spanner

10 mm Socket with extender

Pliers and long nose pliers

Small flat blade screwdriver

Big flat blade screwdriver

5 mm Hex bit

Firstly take the Hex bit and remove the green spark plug cover.

Then you need to unclip the lead from the top of the coil packs. The loom needs to come up and forward to allow access to the front nuts; there are two clips holding the loom down located on either side at the front of the engine and one at the bulk head.

The Clips:

Drivers Side



Passengers Side



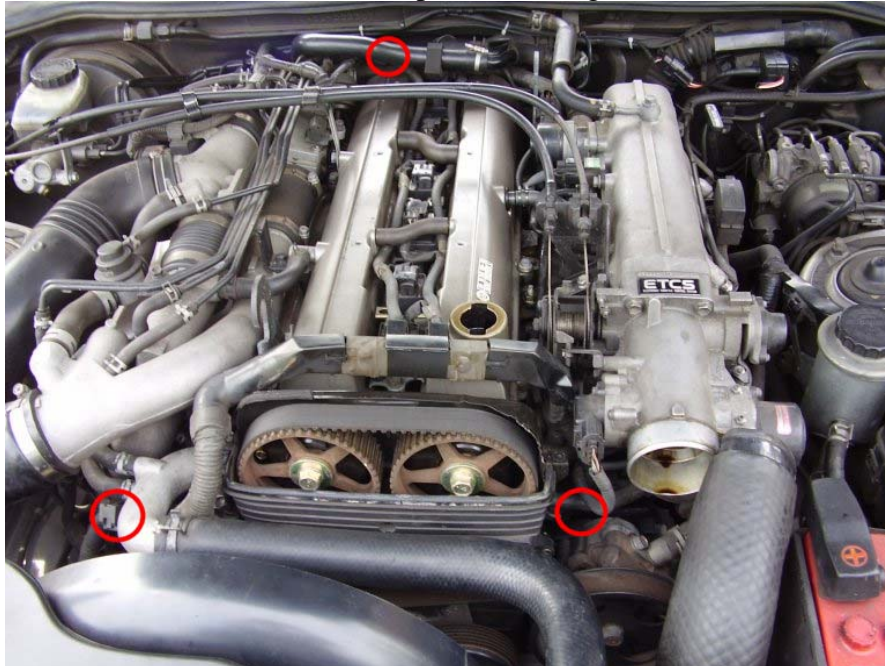
The driver's side clip has a lip on the reverse face at the bottom that needs to be pushed towards the bulk head before the clip can be pulled down and off the bracket.

The passenger side clip has a similar lip on the bottom that needs to be pulled down before the clip can be pulled towards the wing and off.

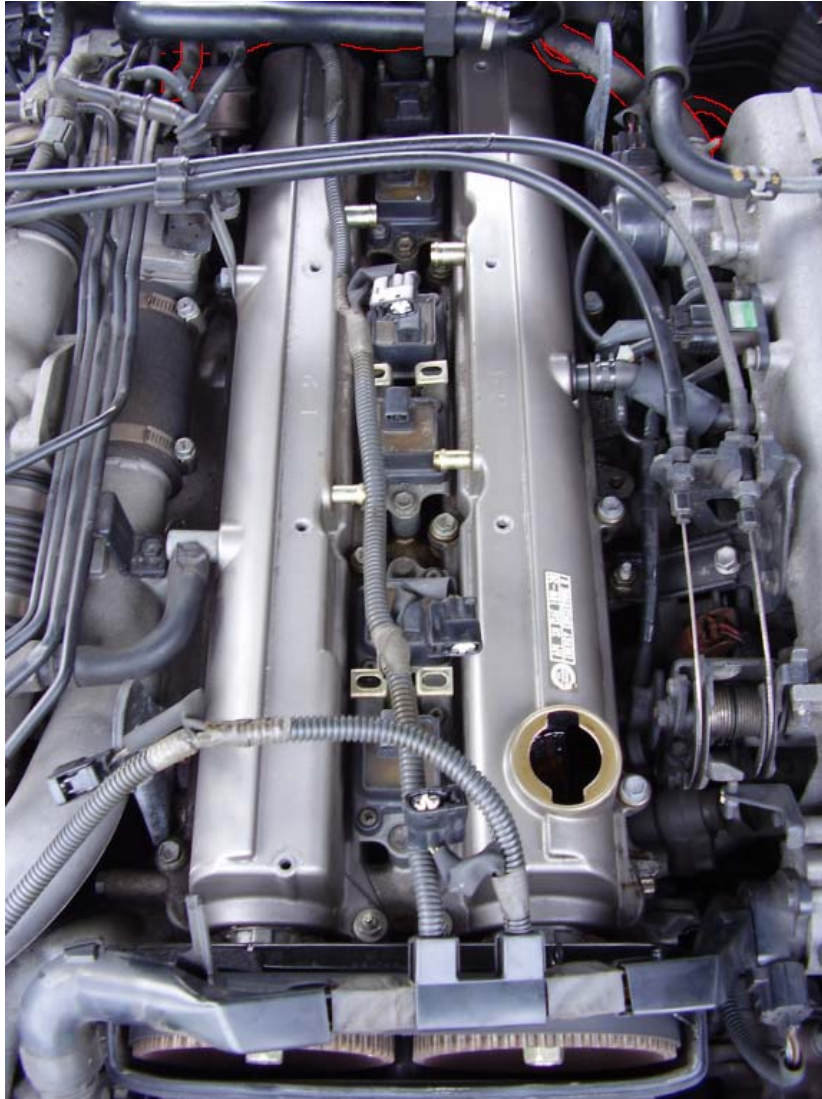
The rear clip is a straight forward push in.

When the clips are removed the loom can be lifted.

I found it easier to access the clip with the large throttle hose removed.



Now remove the two short link hoses from above the coil packs careful not to split the ends and remove the metal air pipe from the back of the engine to gain access to the rear nuts.



Metal hose highlighted above and removed below.



Now you can remove the coil packs.

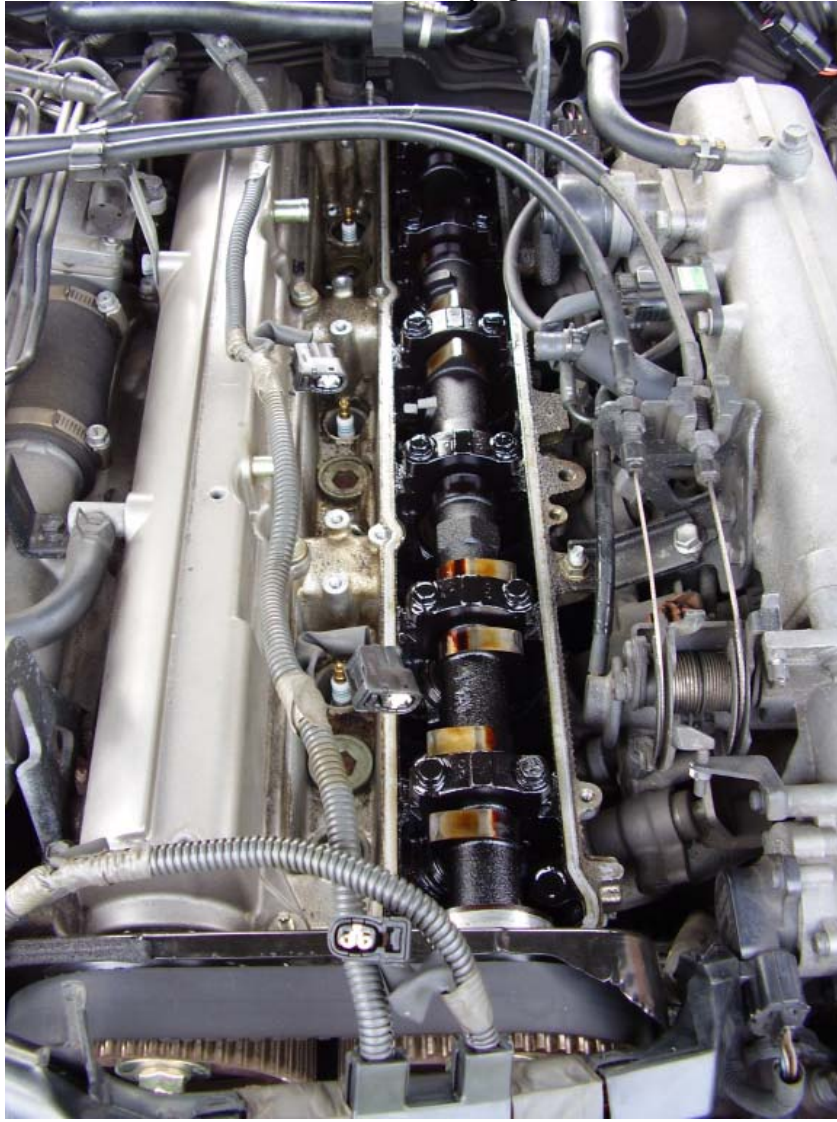
I placed them out on the grass in the way they line up in the engine.  
Not that it matters. :p



Now unhook the hose to the pcv valve, remove the bolts from the passenger side tank and give a gentle tap with a rubber mallet to release it.



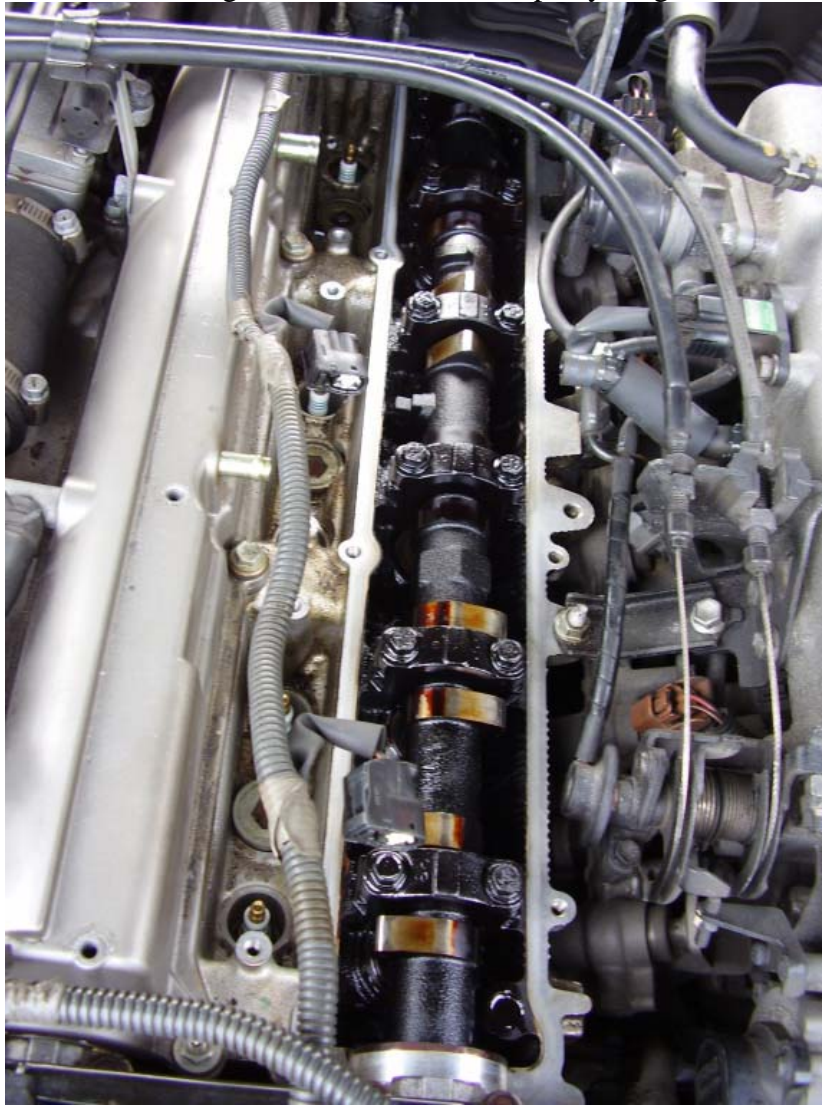
One side off..... Yes I know it's dirty. :p



Up turned tank with original gasket showing:

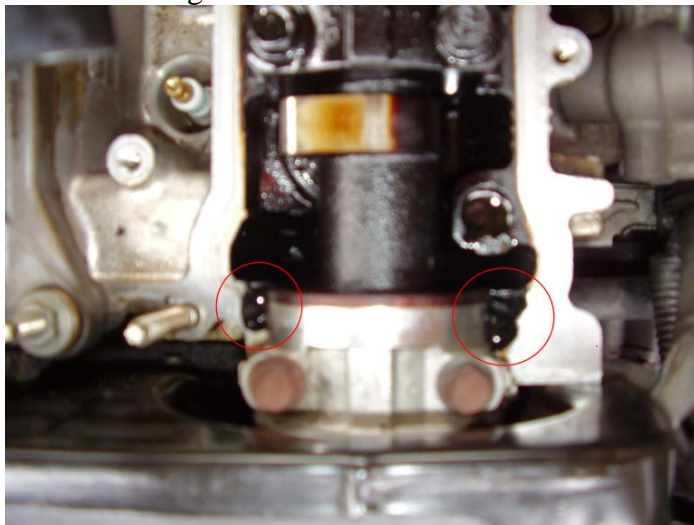


Clean the surface lip where the gasket will sit and remove the original sealant blobs from the front edge. Be careful not to drop anything in with the cam.



Now go and clean the cam cover using some evaporating degreaser (so that it will dry). You can speed up the process of drying with an air line if you have one to hand. When dry, fit the new gasket to the cam cover.

Now fit some gasket sealant to the front where the cover will sit, shown below.



Now you can fit the cover back on and tighten the bolts and nuts down.

Workshop manual states 5.4 Nm of Torque

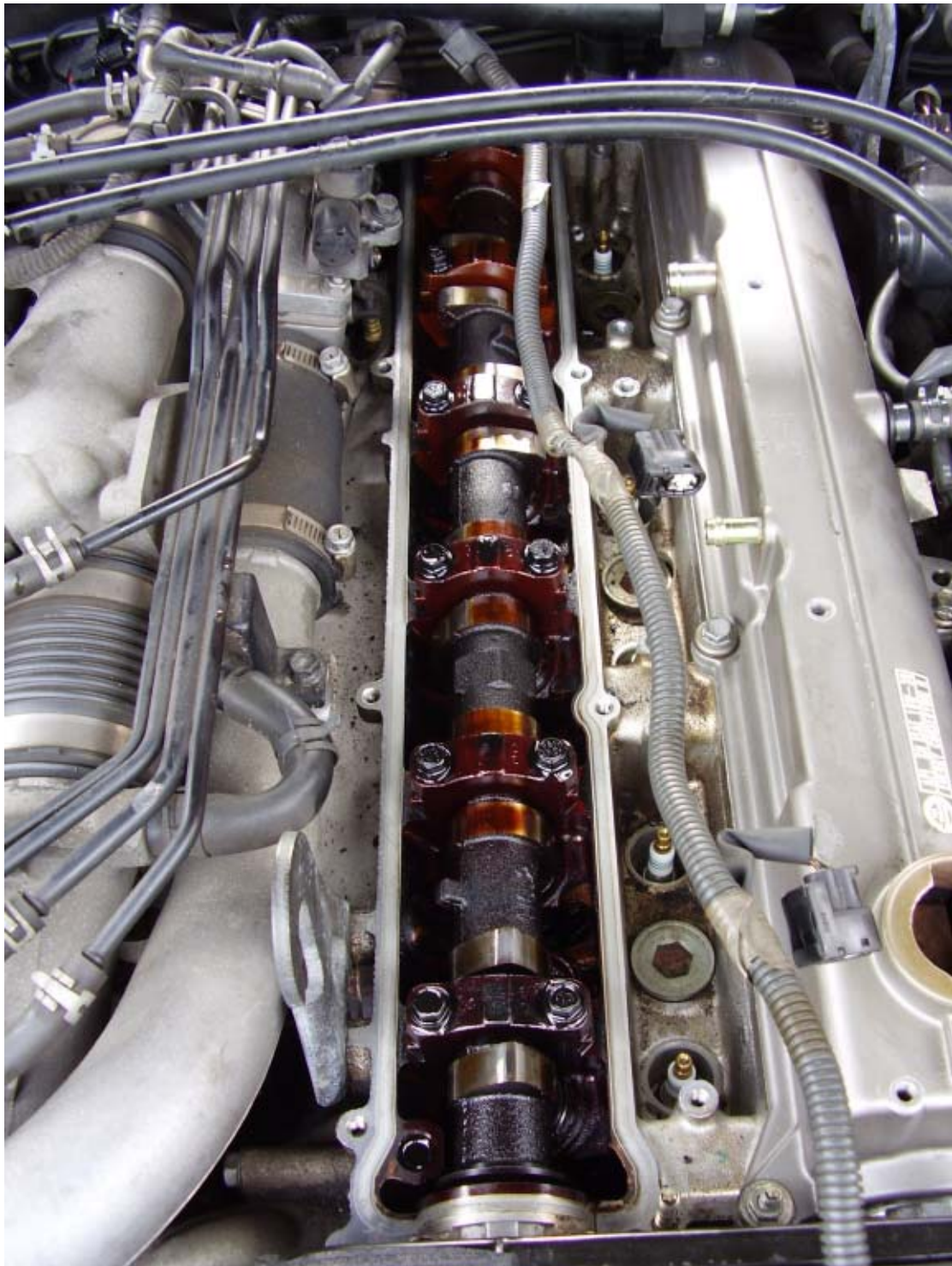
Tighten the bolts to finger tight and then tighten a quarter turn per bolt at a time following the sequence at the bottom of this pdf file. The sequence is not set in stone just good practice.

Reconnect the pcv hose.  
Now onto the driver's side:

Remove the bracket and the hose shown, undo the bolts and nuts and remove the second cam cover.



As before gently tap the cam cover to free the gasket; once free remove the old gasket. Clean the cam cover and the surface lip on the head ready for the new gasket. Fit the new gasket and sealant to the head as before, refit the cover using exactly the same method you used on the first cam cover. Fit the hose and bracket back in place.

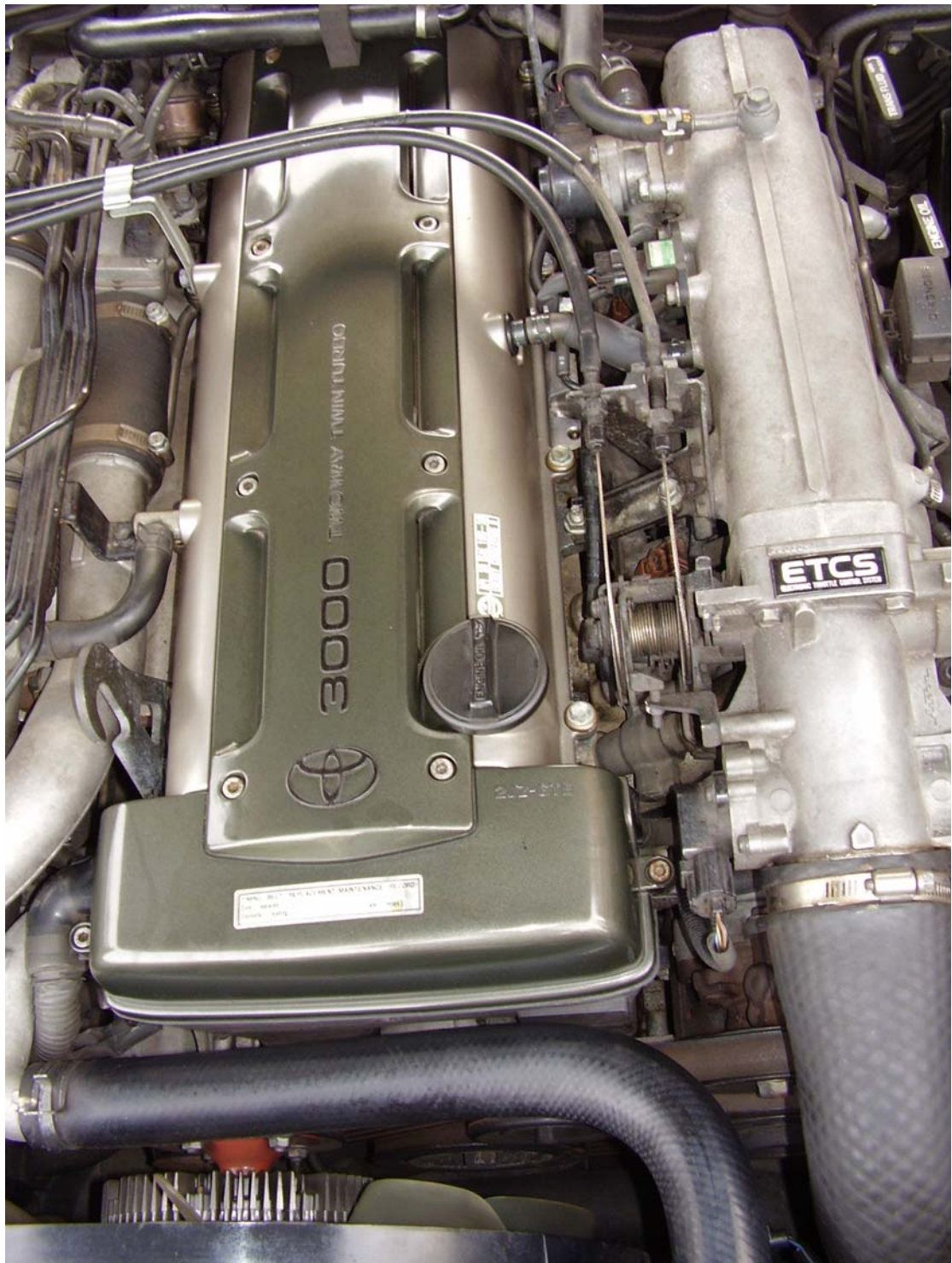


When you have the cams back tightly in place, you can take a can of carb cleaner or brake cleaner and spray it around the plugs and engine to remove any oil and soak up with kitchen roll or similar.

That's it, all that is left to do now is fit all the parts you removed back to the engine starting with the coils and then the loom leave the metal air pipe to last.

Note: The loom goes above the small metal air pipe on the driver's side or you won't get the loom clip in.

Finally road test and inspect for leaks.



Finished.

Bolt tightening sequence. Respective of Cam cover removed.

