

Tools needed:

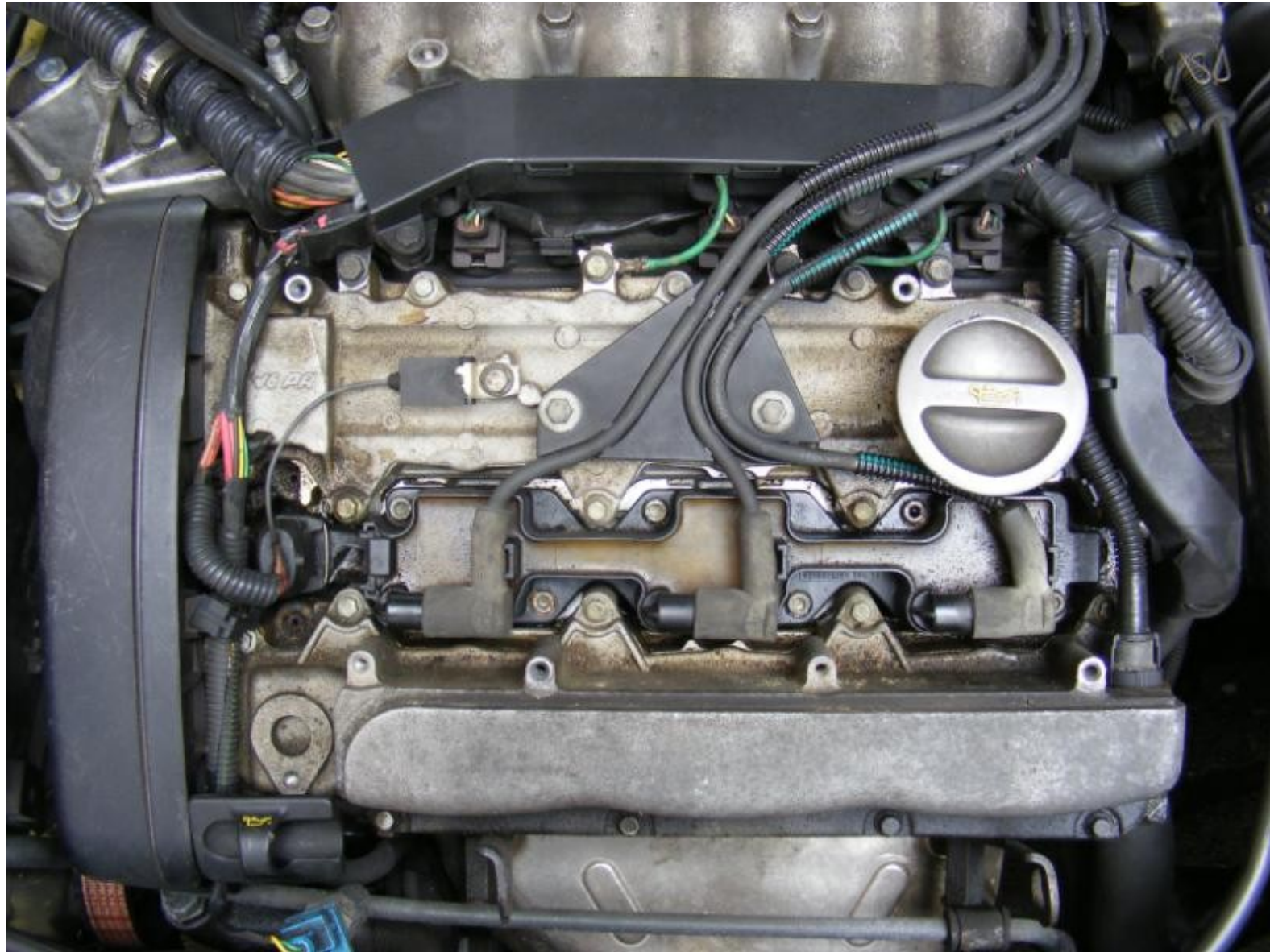
Long nosed pliers (for removal of the breather going into the rocker cover).  
1/4" drive & extension bar, 5mm socket, 8mm socket, T30 socket, 5mm allen socket / key.  
GUNK brush on cleaner (or similar).  
Paintbrush for the above.  
Wire brush (for removal of old sealant).

Best done on a cool / cold engine.

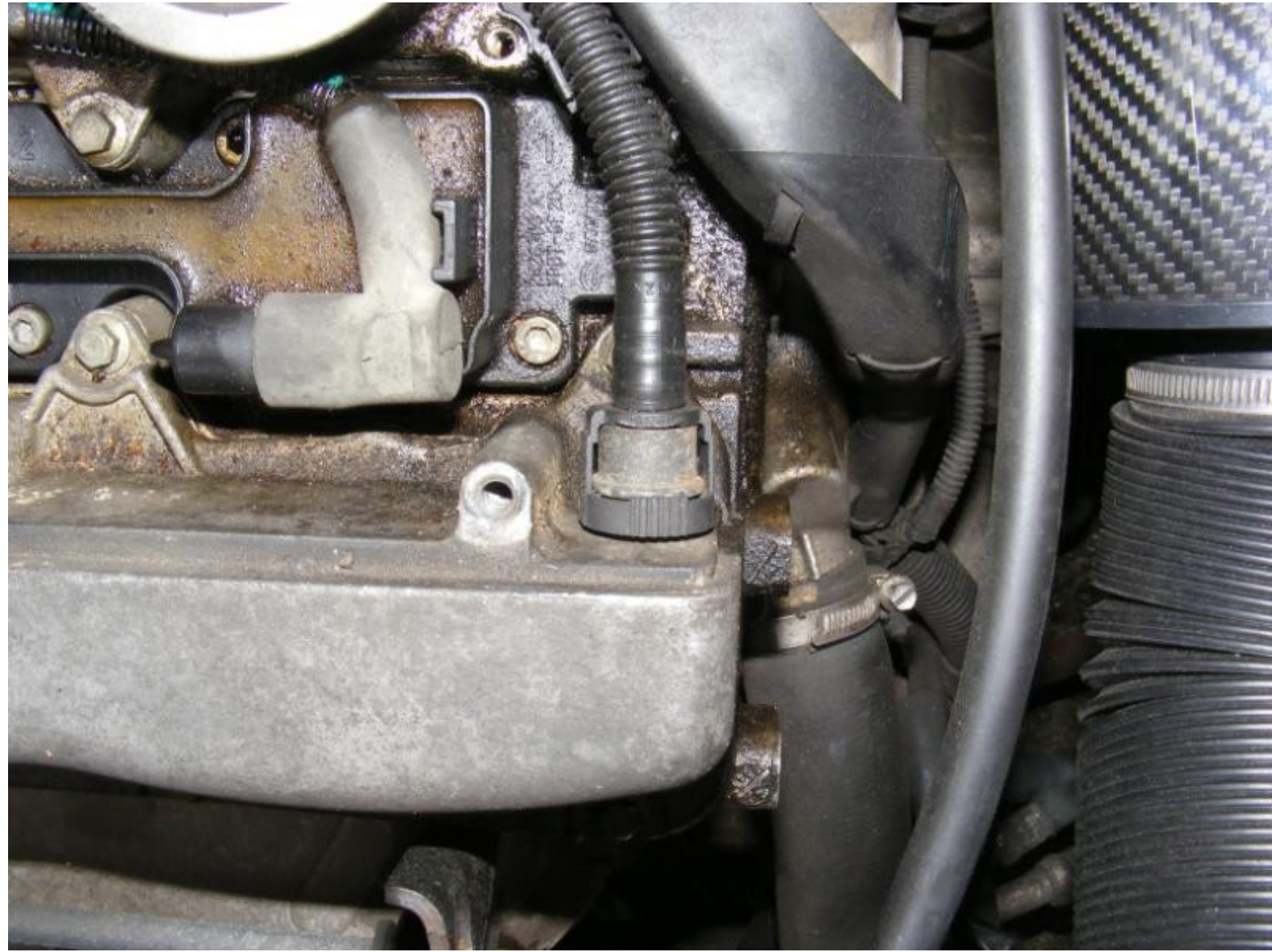
Firstly remove the 4 fixing screws (5mm allen & T30 torx, yours may differ) that hold the engine cover on. Remove the oil filler cap, remove the cover & replace the oil cap:



You're now left with this:



This is the breather that needs to be removed using the long nosed pliers. you need to squeeze the ridge are on the top & the bottom & it should, with a bit of a wiggle, come off. Be very careful as this plastic can be brittle & break easily:



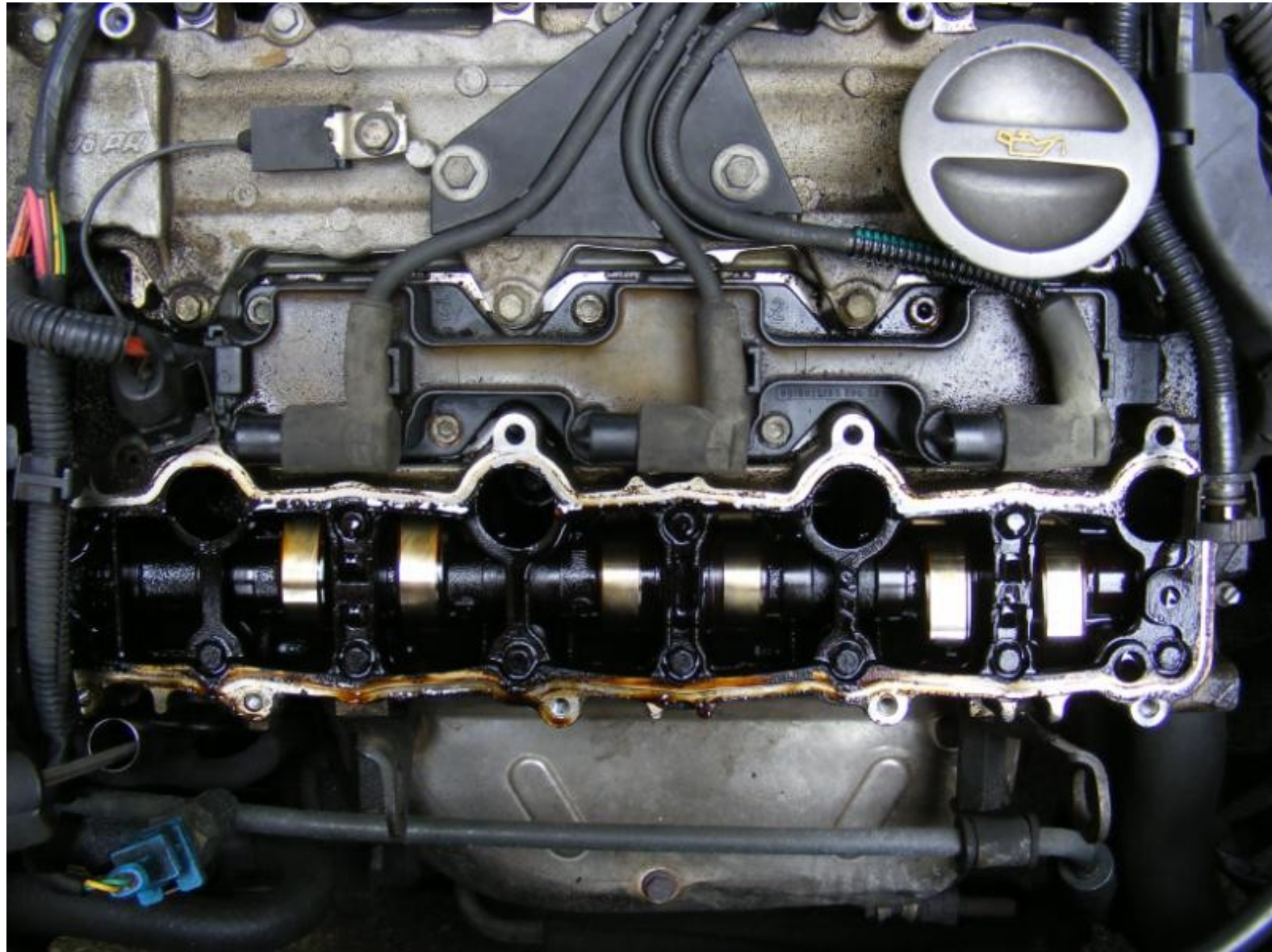
Once persuaded off:



Next, you need to disconnect the power feed for the coil pack, it's the large plug here already removed. You also need to carefully unclip the wiring harness from the cam cover by pulling it to the right:



Now undo all the 8mm bolts around the rocker cover, it'll come off very easily indeed:



There's 2 different types of bolt holding the cover down. Here's the order they go in:



Next, put a cloth over the camshaft so nothing can get in there:

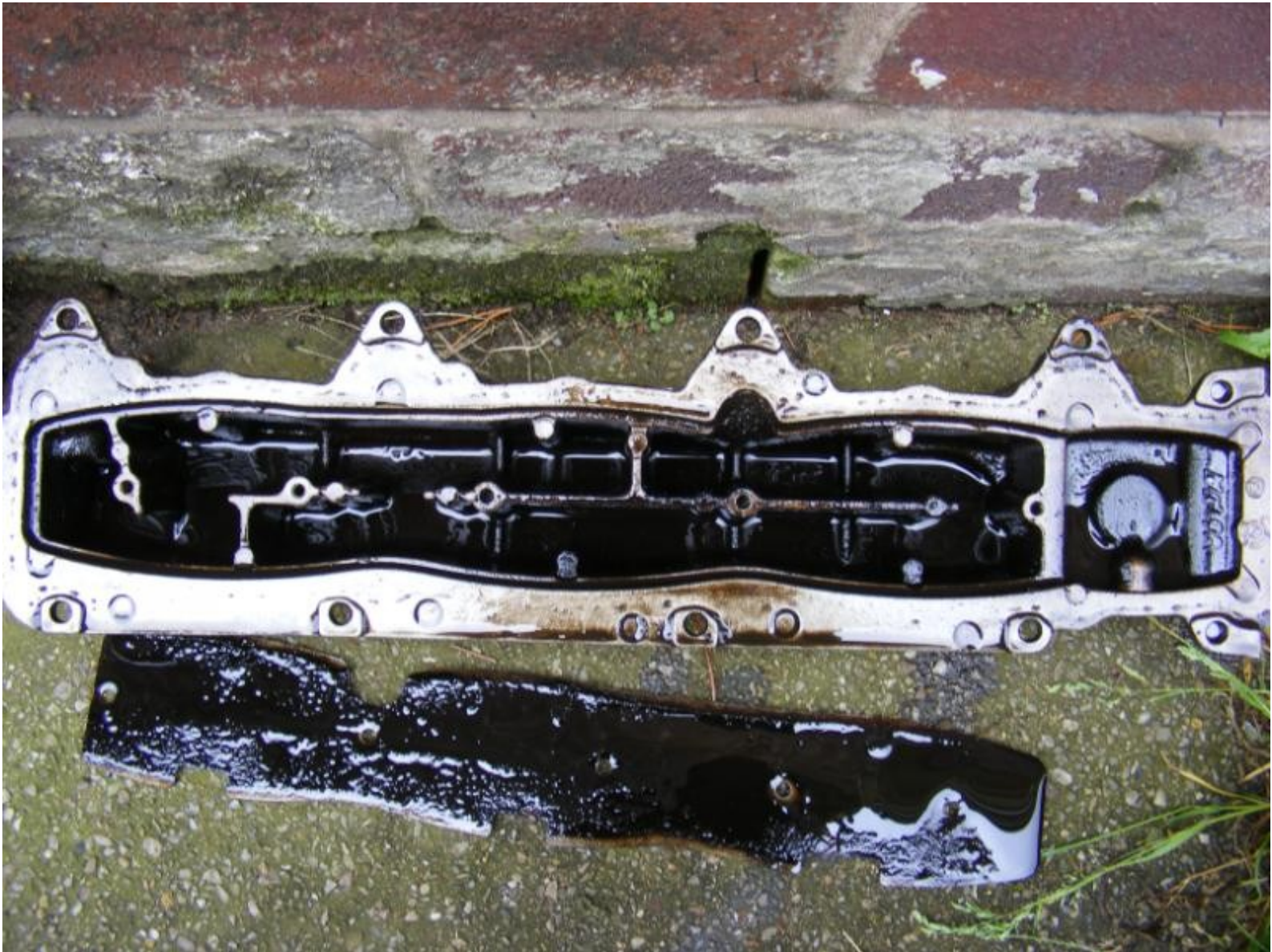


Here's what you've now got. I noticed on mine, the far right bolt had unscrewed itself. I removed it (which only took a couple of turns, could have been bad news indeed) & the other 4 bolts, all 5mm:

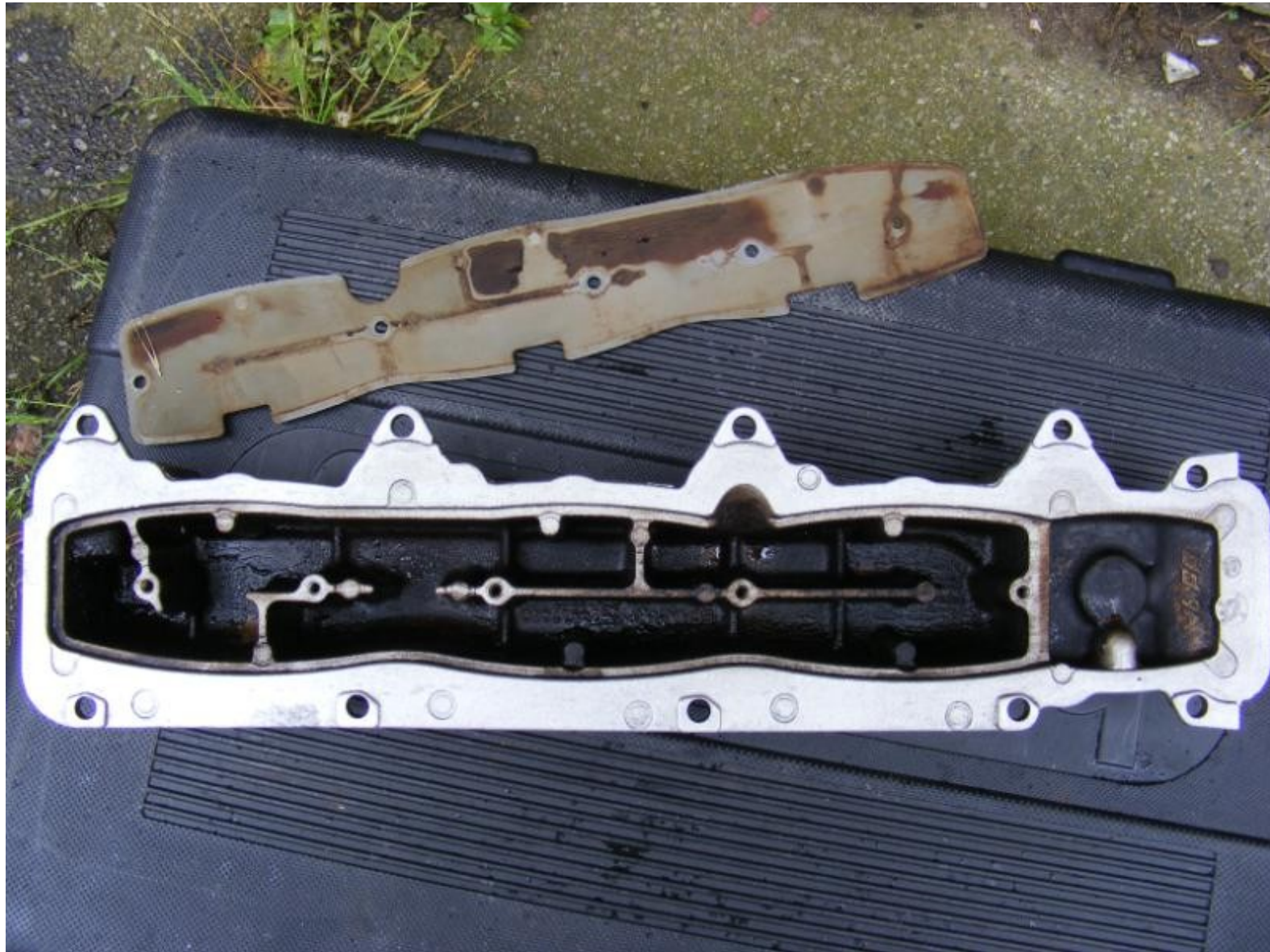




Remove the 5 x 5mm bolts & you have this. Now is the time to remove the old sealant:



Use your wire brush to remove all the old traces of sealant, it doesn't take long. I then poured some of my brush on GUNK into a bowl & used a paintbrush to apply it around the edge of the rocker cover & both sides of the metal plate you removed above, I repeated this a couple of times. Leave for 10 mins then rinse off, I used the outside tap, it was a lot faster:



You'll also need to degrease the top of the engine where the rocker cover goes. Obviously you can't brush GUNK on there, so I dipped the cloth into the bowl of GUNK & just kept wiping away, then cleaning off till it was grease free.

Once the rocker cover is degreased & dried, and you've refitted that internal metal cover, you're left with this:



I used Loctite 5980 (it's what Pug use) as sealant. It's perfect for your oil sump too. It's not the prettiest of jobs to do, but make sure you've got a reasonable amount on there, following the path of the sealant you removed. You need to make sure the sealant is higher than the surface of the metal casing as it will squash when you bolt it back down:





The tube says it can be used in 25 minutes, I decided to leave mine about 2 hours. The surface had almost gone off, but was still a little tacky. I decided to fit the cover back on, once on it held itself in place with the sealant. I started all the bolts by finger, then gently run them all down in a clockwise fashion till the underside of the bolt heads were against the top of the cover. That's how I'll leave it overnight till tomorrow, then I'll nip them all up properly, again in a clockwise fashion. They weren't that tight to begin with.