

STANDARD SIZES—*continued***Cylinders**

2.970" — 2.969"	..	..	..	7 H.P.
3.0325" — 3.0315"	..	..	..	8 H.P.
3.126" — 3.125"	..	..	..	C.A. Van
2.5005" — 2.4995"	..	..	..	10 H.P.

Crankshaft big end journals

1.500" — 1.4995"	..	..	..	7-8 H.P. and C.A. Van
1.625" — 1.6245"	..	..	..	10 H.P.

Crankshaft main journals

1.375" — 1.37475"	..	..	..	7-8 H.P. and C.A. Van
1.500" — 1.49975"	..	..	..	10 H.P.

SPECIAL NOTE**Denoting year of manufacture**

The first figure of engine number on pre-war models denotes year of manufacture.

VALVE TIMING (see page 3)

(7 and 8 H.P.)

Tappet clearances

Running clearance is .002 for all valves up to Engine No. 6/4/3100 (1936) and .006 for engines after this number.

When retiming valves the inlet valve should be given .006 clearance on those engines running with .002 clearance and .012 on those running with .006 clearance.

The difference in clearance was made necessary by a change in camshaft design, and these camshafts being interchangeable the later type have been issued as replacements.

It is therefore possible for an engine with a number prior to 6/4/3100 to require .006 running valve clearance (increased to .012 when retiming).

It is in doubt as to type of camshaft fitted set all valves to .006. If the camshaft requiring .002 valve clearance is fitted the tappets will be exceptionally noisy. Engines originally fitted with the later type camshaft requiring .006 running valve clearance, have this clearance stamped on the engine plate attached to the top of the timing case.