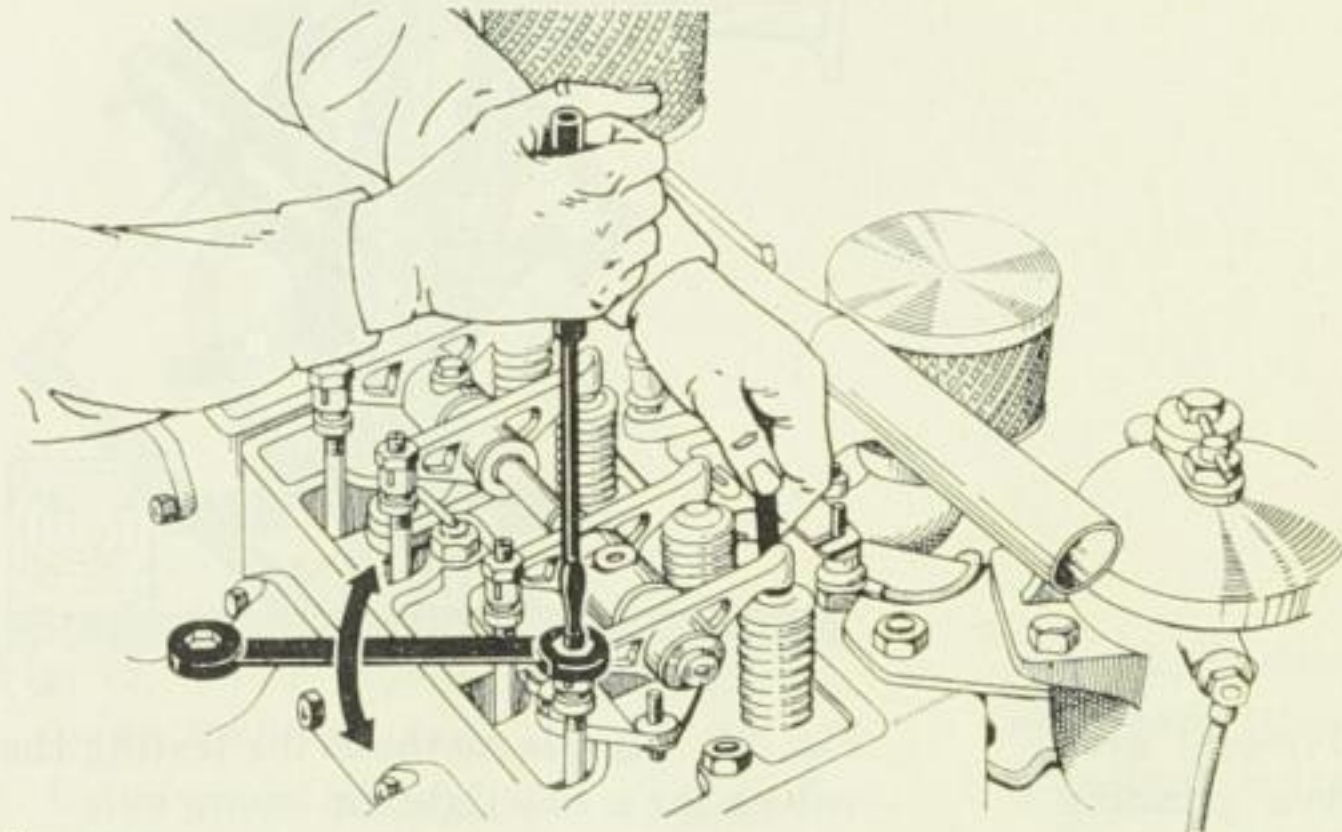


A



B

on the design of the engine. The clearance is adjusted by means of a thickness gauge, as is demonstrated in Fig. 97.

The clearance is correctly adjusted if the gauge can be moved in the gap while a slight resistance is felt.

When adjusting the rocker clearance or tappet clearance, see to it that the piston, inside the cylinder on which the valves to be adjusted are arranged, is in that position where both valves

Fig. 97. Adjusting the rocker clearance
A Side valve
B Overhead valve

are closed. This position is called the ignition dead-centre which can be found by observing the valves when they open and close.

The ignition dead-centre of the first cylinder is normally marked on the flywheel (Fig. 98) and can be seen through an inspection hole in the crankcase.

The following work is involved in adjusting the rocker or tappet clearance:

- (a) The engine must be cranked until the valve to be adjusted is fully opened (use a starting crank, if required).
- (b) Then the crankshaft must be moved through one revolution until the valve is closed and the working face of the tappet rests on the cam dwell.
- (c) The setscrew at the rocker or tappet is retained by means of a screw-driver and the check nut loosened.
- (d) Then adjust the setscrew in such a way that the specified thickness gauge fits properly between rocker and valve stem or tappet and stem.
- (e) The check nut is tightened. When doing so, observe that the position of the setscrew is not changed.
- (f) Finally, the rocker or tappet clearance is once more checked by means of the specified thickness gauge.