9. Check and Adjust valve clearances.

Inlet valve gear is beneath the rocker cover and should be set with the engine at running temperature to give a clearance of .10" with a feeler gauge.

Exhaust valve gear is beneath the side cover and may be set ‘hot’ or ‘cold’, to give 0.012" clearance.

In both cases, rotate the starting handle to fully open a valve, then rotate it one complete revo1ution to bring the tappet onto the back of the cam. Slacken the locknut, insert the appropriate feeler gauge blade and turn the adjusting scr so that the feeler blade slides tightly but smoothly, i.e. it should not be ‘nipped’, but all play should be taken out at the push rod ends. Repeat for the remaining valves.

10. Empty, clean and refill air cleaner, oil bath and pre-cleaner where fitted (Pre-cleaner up to 1954 vehicles.

First release the cramping strap or the three large clips securing the whole cleaner, and release the clip at the carburettor. A cam ring is rotated to do thi on the early models.

All models: Release the three clips securing the oil bowl. Clean out oil and sludge from the bowl and refill with fresh engine oil to the level indicated. (Approx $1^{1}/_{2}$ pints) Swill the body of the cleaner in petrol or paraffin to clean t filter, and replace.

11. Clean breather filters

The Gauze filters fitted to the top of the rocker cover and the oil filler pipe should be removed and swilled in petrol. Shake off the surplus and re-dip them in clean engine oil. Allow surplus to drain off. Replace rocker cover filter with slot facing forward, and oil filler pipe filter with slot facing to the rear.

(Copyright J.Smith 1983)