

### **Removing the valves and adjusting the lifters.**

If for any reason whatsoever (grinding in of the valve on its seat where it does not lie well, jamming of the stem in its guide) it becomes necessary to remove a valve, proceed as follows :

By means of the special spanner supplied with the tool kit, unscrew the plug of the valve it is desired to remove, and by means of any part which will serve as a support, keep the head of the valve on its seat. Then take over the cotter V (fig. 6), holding up the spring X by means of the cap K which should be pushed up the valve stem.

When the cotter is removed let the spring stretch gently and then withdraw it and its cap ; then by introducing a screw-driver between the lifter and the valve stem, lift this latter, after having previously removed the part which kept the head of the valve on its seat.

To replace the valve, proceed in the opposite way but take care to see that the play between stem of the valve and its lifter is exactly 5/10ths of a millimetre.

Should it not be so, adjust it correctly by means of the screw P (fig. 6) on the lifter. Proceed in the following manner : -1<sup>st</sup>. Unscrew the locknut T, move the screw P so as to get the necessary 5/10ths of a millimetre play between it and the valve, then lock it by means of the same lock-nut T.

N.B. - The 5/10ths play should only exist when the lifter is as low as possible. It is placed in this position by turning the starting handle of the engine ; this latter .....on the gear shaft which presents to the lifter successively, the whole of the profile of cam M (fig. 6) which controls it.

### **ADJUSTMENTS OF THE FUNCTIONS OF THE ENGINE.**

To obtain normal running and the maximum power of the engine, it is essential that the various functions of the engine as to feed, explosion of the charge and exhaust of the burnt gases, should be performed properly and with precision.

Our engines are mounted in such a way that there is practically never any need to trouble about these adjustments, which are made once for all in our workshops ; hence the information given below only interests our agents in the event of their having to adjust these parts after having dismantled them.

Therefore the object of these instructions is to allow of regaining after dismantling, the original adjustments of the valve gear and the magneto.

For this purpose all the information necessary to carry out this task properly is given on the flywheel of the engine (see fig. 6). It gives the exact adjustment of the head cylinder. If it has not been necessary to take down the cams, the correct adjustment of the first cylinder obviously gives the correct adjustment of the other three.