

Finally , again see if the maximum lift of the inlet and exhaust valves is exactly 8 m/m 5 : If all the foregoing condition are fulfilled , the engine is correctly adjusted.

In regard to the adjustment of the ignition point especially , if this is defective it is because the shaft of the magneto has been incorrectly mounted in relation to the driving shaft of the engine. This defective mounting is corrected by means of the engaging device Q (fig 2) which allows of varying the relative positions of these two shafts.

STEERING

If it is found after long use that the steering wheel can be moved in a rather large angle without moving the front wheels , it must be adjusted. For this purpose the spindle II (figs. 3 and 4) of the steering lever is placed in a boxing, the collar of which is seen at I (fig.4). The inner part of this box being out of centre in relation to the spindle H, the position of this spindle changes if the boxing is turned round on its seating . As this spindle has a helical wheel which receives its moment from the steering wheel by means of a worm, it is seen that the wheel and the worm, that controls it can be brought closer together. After long use there is a slight play between the teeth at the point of contact. They can be brought closer together, and as they are wedge shaped the play will be taken up and the steering will thus regain its proper control. To effect this adjustment:

1st. Take out the two screws which fix the boxing to the steering box.

2nd. Turn the boxing thus free, in the right direction until the play has disappeared.

3rd. Place opposite each other the two screw holes in the boxing with in the steering box nearest to the position found, and replace the two locking screws.

(The screw holes are shown at J in fig. 3, where they are represented as though the steering were transparent, but they are really drilled in I (fig. 4).

When very long use adjustment is impossible by this means, the car should be taken to a garage.

There, the procedure will be as follows:

The wheel meshing with the worm having become separated from its spindle it will be reset after having been turned round 180 °, that is to say, the second keyway will be used for keying it on again. In this way an entirely new range of teeth will be brought into use for the meshing of the worm. The steering box will then be replaced and its adjustment effected as described above.

DETACHING THE FRONT AND BACK WHEEL.