

PART IV

Road Incidents

These incidents, although rare, are nevertheless possible, and it is interesting to know how to remedy them.

1st. ENGINE.

No compression.

The loss of compression is due to the compression chamber not being properly air tight ; the leakage must be looked for and stopped. All the connections and joints must therefore be examined and renewed when necessary, but the most usual cause of this trouble is that the valves do not lie well on their seats ; in this case inspect them and grind them in.

If one of them is replaced, this new one must be so adjusted as to leave a play of $\frac{1}{2}$ mm between the stem of the closed valve and the lifter, when this latter is at the bottom of the lower stroke. (See instructions readjustment page 19).

If the piston rings are not air-tight, clean them with oil.

Misfiring.

The noise of the exhaust immediately notifies the trouble. It may be due to the following causes.

A plug wire broken ; renew it. It sometimes happens that this wire breaks inside the insulation, which remains intact.

A contact may be badly adjusted or dirty ; it must be readjusted or cleaned.

A plug may be dirty with oil or carbon, it is sufficient to clean it or better still to renew it.

A plug may be broken or an insulator spoiled ; renew it.

The points of a plug may be too far apart ; the gap must be reduced to 3 or 4 lengths of a millimetre.

Complete stoppage of the engine.

This may be the result of the following defects :

A short circuit in the ignition. The magnetic circuit must be tested.

The platinum screws of the make and break device may be too far apart.