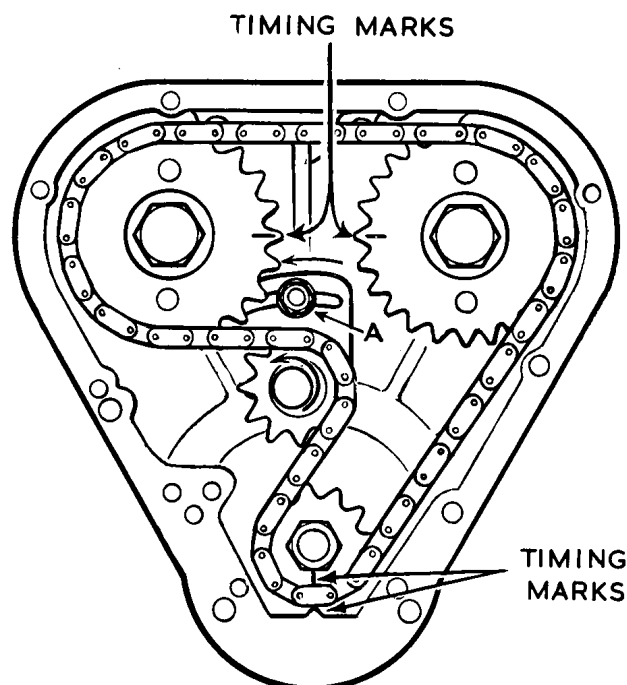
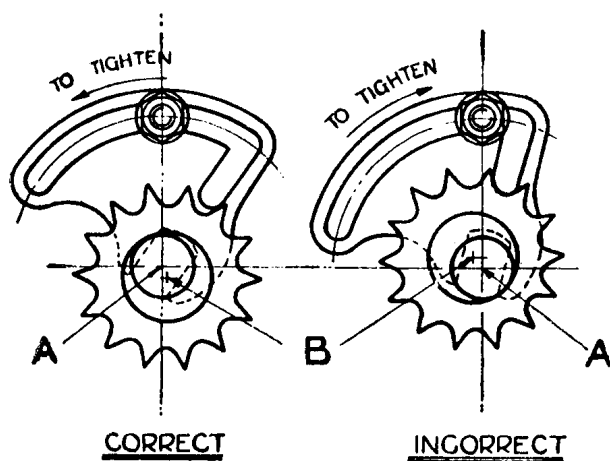


is effected by moving the quadrant to the left.



TIMING CHAIN ADJUSTMENT SHOWING TIMING MARKS

Fig. 5



TIMING CHAIN ADJUSTMENT

Fig. 6

It is imperative that the quadrant is fitted the right way round and that the eccentric spindle is fitted correctly in the quadrant fork. If the chain tightens when the quadrant is moved to the right, the tensioner has been wrongly assembled and may cause damage to the quadrant (see Fig. 6).

In making the adjustment, care must be taken to see that any backlash in the quadrant is taken up in the "tightening" direction, i.e. do not make the chain too tight and then move the quadrant

back slightly, but tighten the chain progressively until the correct tension is obtained and then lock the quadrant. If the chain becomes too tight during adjustment, slacken it right back and make the adjustment again.

If the chain is too slack it may give rise to a loud noise which can be mistaken for a faulty bearing. If it is too tight the result will be a high pitched howl. If such noises are heard, therefore, first check the adjustment of the timing chain.

26. Removal of the Petrol Tank

The petrol tank is rubber mounted front and rear. The front attachment is by means of a horizontal stud passing through a rubber sleeve housed in a lug across the frame immediately behind the steering head. The rear fixing is a rubber lined metal clip secured by two $\frac{1}{4}$ in. diameter bolts and nuts.

To remove the tank, first disconnect the petrol pipes, then remove the nut from one end of the front attachment stud and knock out the stud. Then unscrew the nuts and bolts securing the rear end of the tank and lift it away, taking care not to damage the paintwork on top at the front end where it may come into contact with the handlebar clamp.

27. Removal and Refitting of the Cylinder Head

First remove the petrol tank and petrol pipe. (Subsection 26).

Remove head steady brackets.

Disconnect the oil pipes and plug leads.

Remove the exhaust pipes and carburettors.

Remove the rocker box covers.

Turn the engine until both valves in one head are closed.

Remove the five cylinder head nuts from the head, hit it smartly with a hide mallet beneath the exhaust and inlet ports (not the fins) and lift it off.

Turn the engine through one revolution and repeat with the other head.

When replacing the heads, see that the dowels are in position in the cylinder barrels and that the push rods are the right way up (shallow cups upwards).

See that the taper section "Cross" sealing ring and its seatings are perfectly clean and that the rubber seals for the push rod tunnels are in good condition and correctly fitted. With the head upside down on the bench drop the seal with the metal side downwards into the recess. A little jointing compound should be applied to both sides of the "Cross" sealing ring and the rubber push rod tunnel seals.

Lower the cylinder heads over the push rods making sure that the rockers locate in the cups.

Fit the head nuts *and washers* and tighten down lightly. Do not overtighten the nuts—20 lbs. ft. is the recommended figure. Tighten each nut a little