

ENGINE.

THE ENGINE IS LUBRICATED BY OIL FROM THE OIL SUMP, BEING FORCED THROUGH THE HOLLOW CRANKSHAFT TO THE MAIN, AND BIG END BEARINGS BY A PUMP AT THE REAR END OF THE CAMSHAFT. THE PRESSURE OF THE OIL IS CONTROLLED BY A REGULATOR FITTED AT THE FRONT END OF THE CRANKCASE. THE OIL PUMP PLUNGER CAN BE REMOVED FOR INSPECTION BY UNSCREWING THE ECCENTRIC AT THE END OF CAMSHAFT. THE OIL FILTER TRAY CAN BE REMOVED FOR CLEANING, BY UNSCREWING THE NUTS AND WITHDRAWING THE TRAY AT FRONT END OF THE SUMP.

DO NOT FILL SUMP WITH OIL ABOVE LEVEL SHOWN BY INDICATOR. CLEAN OUT WITH PARAFFIN EVERY 1000 MILES AND RE-FILL WITH FRESH OIL. IGNITION GEAR.

INJECT A FEW DROPS OF THIN OIL INTO MAGNETO LUBRICATORS OCCASIONALLY.

ENGINE CONTROL

OIL OCCASIONALLY ALL LEVER SPINDLES AND JOINTS OF CONTROL RODS. OIL TELESCOPIC ROD EVERY DAY.

CHASSIS.

THE CHASSIS SHOULD BE FREQUENTLY EXAMINED TO SEE THAT ALL NUTS ARE TIGHT AND SPLIT PINS ETC. IN PLACE.

EVERY 1000 MILES OPEN PLATES OF SPRINGS BY LIFTING THE WEIGHT OF THE CAR OFF THEM AND INJECT OIL BETWEEN.

BALL BEARINGS: MUST NOT BE CLEANED WITH PARAFFIN OR PETROL BUT ONLY WITH CLEAN OIL. DURING OVERHAUL SAY ONCE A YEAR EXAMINE EXHAUST PIPE AND SEE THAT IT IS CLEAR.

- SPECIAL LUBRICATOR FITTED USE OIL GUN FREQUENTLY
- KEEP WELL LUBRICATED SAY EVERY 200 MILES
- KEEP CLUTCH SHAFT WELL LUBRICATED.

