

The screw (A) must, of course, be tightened after adjustment is completed. Apart from difference in method of adjustment, the two types of assemblies are similar and interchangeable.

For the Marks 10/1 and 12/1 engines the contact breaker is as shown in Fig. 17. The point bracket (B) is secured by the screw (A) and pivots on the fulcrum pin (C).

The method of adjustment for the contact breaker points for the Marks 10/2, 12/2 and 15/2 is shown in Fig. 18. Rotate the cover to expose the points and to adjust the gap release screw (A) about one eighth of a turn, and with the blade of a screwdriver placed between the point bracket and dimple at (B) close or open the gap as necessary. Tighten the screw (A) and replace the cover over the opening.

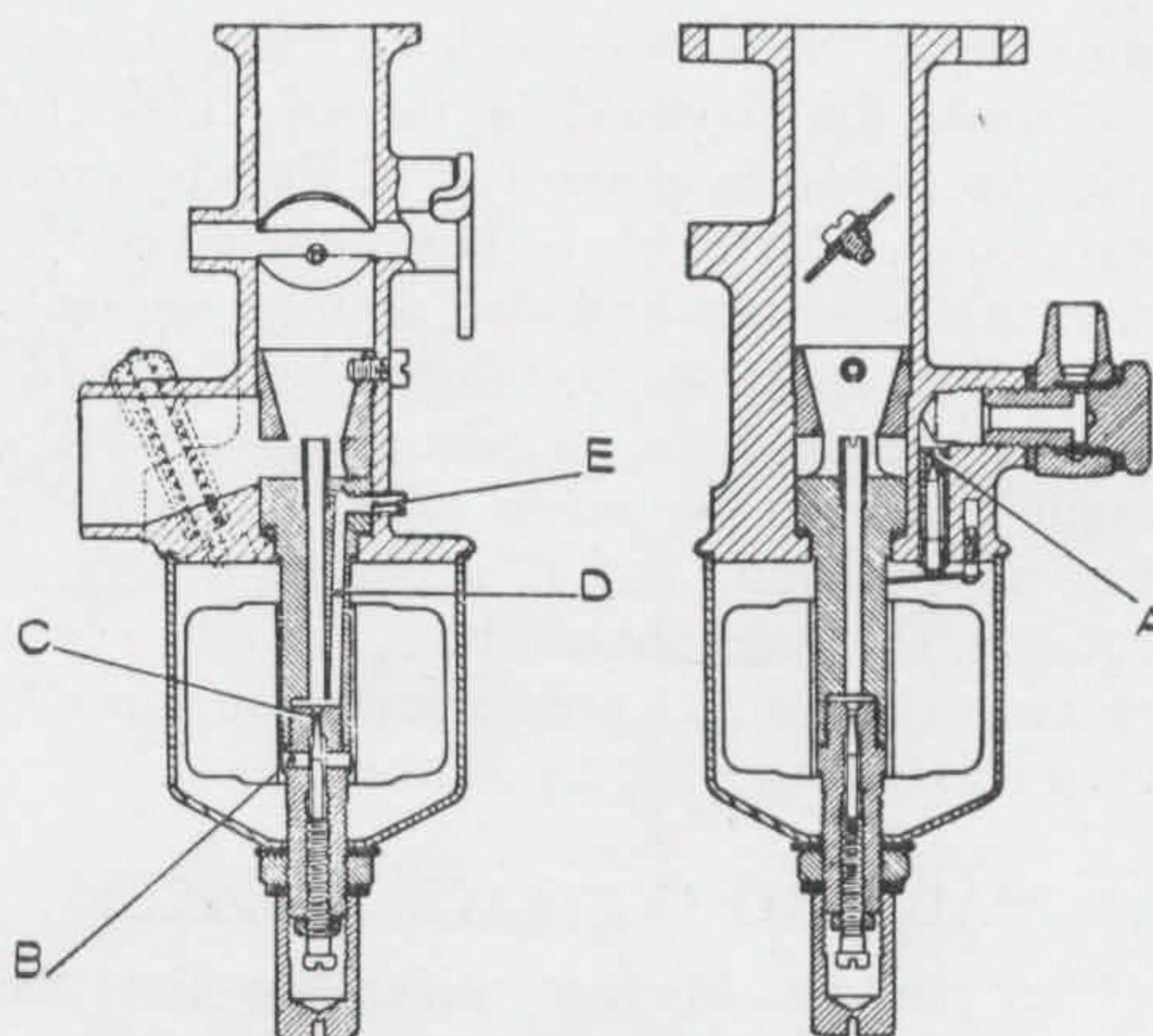


Fig. 19

(31) CYLINDER HEAD

Wipe clean joint faces of cylinder and head, fit a new gasket (no jointing compound necessary), place head in position and evenly tighten the head bolts to prevent distortion. See that the two bolts with extended heads, and which support the cowl and tank brackets, are fitted in the correct position. The bolts should be tightened with a torque spanner set at 220/230 lbs. inches.

(32) CARBURETTER VILLIERS TYPE "V"

The Villiers Type "V" carburetter was standard equipment for Mark 10 and 12 engines until being replaced by the later Type B.10 and for Mark 10/1 and 12/1 engines, the Type B.10/1 carburetter is standard equipment.

The construction of the Type "V" carburetter is shown in Figs. 19 and 20, and consists of the body, with the detachable choke tube, butterfly type throttle with spindle, which is connected to the engine governor by a link from the throttle lever. An annular float fits round the centrepiece and the float chamber cup is secured by a hexagon nut. An adjustable needle is fitted at the bottom of the jet and enclosed by a cap nut.

An adjustable stop is provided to limit the movement of throttle plate towards the closed position and assists in governing in the "NO LOAD" operation. Petrol enters the float chamber through a gauze filter surrounding the union bolt. Entry of petrol is controlled by the fuel needle which has a conical end and shuts off the fuel by closing the hole

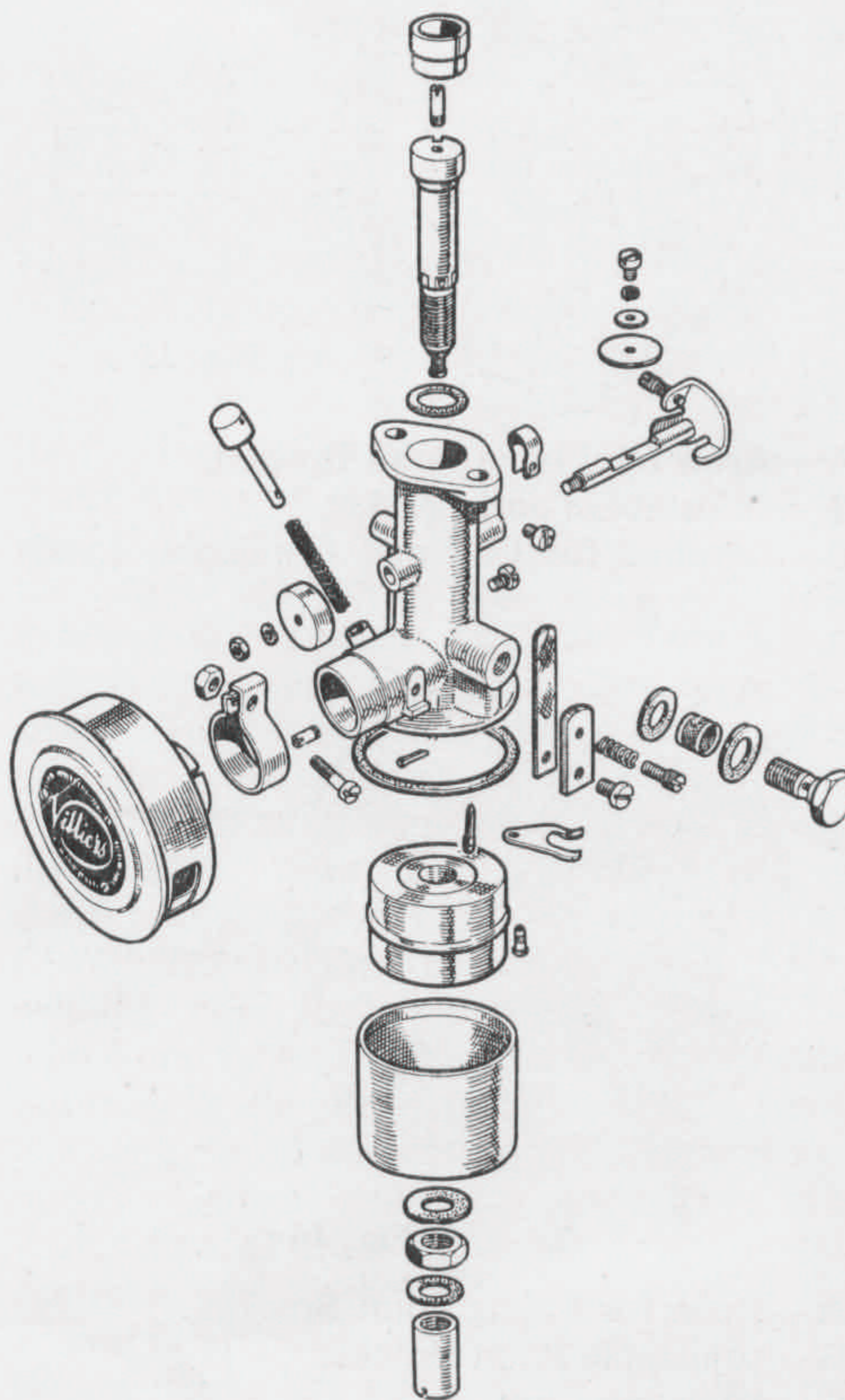


Fig. 20