

# TRACING TROUBLES

## “Banging” in Silencer

### Engine Lacks Power • Engine Runs Hot

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Faulty setting of the inlet valve rocker clearance, preventing valves from closing properly, also causes this trouble.

One or other of the inlet valves may be sticking in its guide. Sparking plug gaps too wide ; they should not exceed .022 in. (.56 mm.).

Engine running too cold.

#### “ BANGING ” IN SILENCER

This is usually an indication of a faulty exhaust valve which is not closing properly, due to a warped seating or faulty valve rocker clearance. It may also be due to the exhaust valve sticking in its guide. It may also be produced by faulty mixture supply, which is either much too rich or too weak.

If “banging” takes place in the silencer when proceeding downhill with the throttle closed, it is usually an indication that the throttle does not fully close when the foot is taken off the accelerator pedal. The slow-running position of the throttle should be checked over and the carburetter setting checked.

#### ENGINE LACKS POWER AND IS SLUGGISH

This in a new car may be caused by general tightness of the engine and will wear off after the car has been used for approximately 1,000 miles (1600 km.).

It may also be due to faulty setting of the ignition or to a seized automatic control due to lack of lubrication.

Faulty setting of the carburetter mixture control is also a source of trouble of this nature.

In an engine which has seen some use, sluggishness is an indication of excessive carbon deposit, particularly if accompanied by “pinking” when the engine is pulling hard. It may also be occasioned by faulty valves or faulty rocker clearances.

#### ENGINE RUNS HOT

Water supply in radiator too low. It is necessary always to have the water well covering the base of the upper tank.

Running with the spark too far retarded. This is accompanied by a marked loss in power, and sluggishness, and may be due to defective action of the automatic control of the distributor from lack of lubrication.

Carburetter mixture control maintained at “rich” position for too long a period. The carburetter mixture control should be returned to the “weak” position as quickly as possible after starting, without causing the motor to splutter and run unevenly.

A carburetter which is set to deliver an excessively weak mixture is also a cause of overheating.

Hand brake has been left partly on or foot brake adjusted too closely.

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