STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/3/B REINFORCED CAMSHAFT Date JUNE 1954

Development work on this engine has shown that at high speeds the deflection of the camshaft, Part No. 301230, under heavy valve spring loading, is a limiting factor in valve clatter speed.

The camshaft has now been stiffened at the front section to reduce this deflection to a minimum, and this provides a greater reserve against over—revving in competition work. This reinforced camshaft, Part No. 301466, was fitted to all engines after Engine No. TS.1636E.

The base radius of all the cams had to be increased with this stiffening of the front section of the shaft, but the lift remains unchanged. The push rod, Part No. 106968, has been decreased in length from 10.37 inches to 10.34 inches, this dimension being measured as shown in the illustration. Although the shorter push rod is being used in production with the reinforced camshaft to provide the widest range of adjustment it is not necessary to change push rods when replacing the earlier camshaft by the modified one.

The modified camshaft is obviously an added precaution against valve clatter through "over–revving" when the vehicle is used on any high speed circuit. work.

NOTE: These instructions are for information only and do not constitute

an authority to carry out modifications at the expense of The

Standard Motor Company Limited.

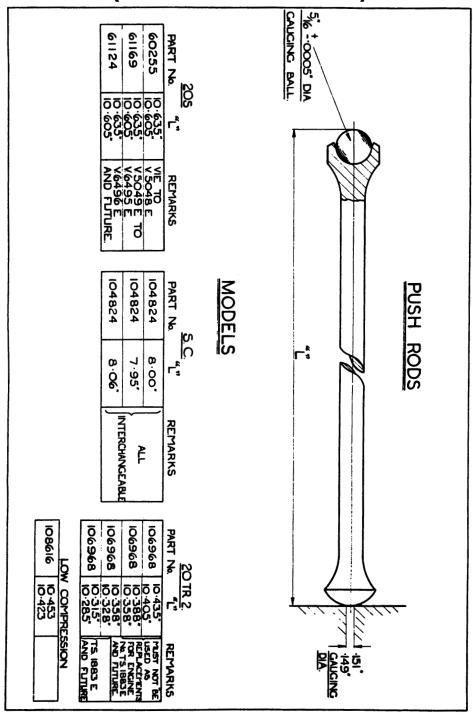
1 ILLUSTRATION.

SERVICE



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