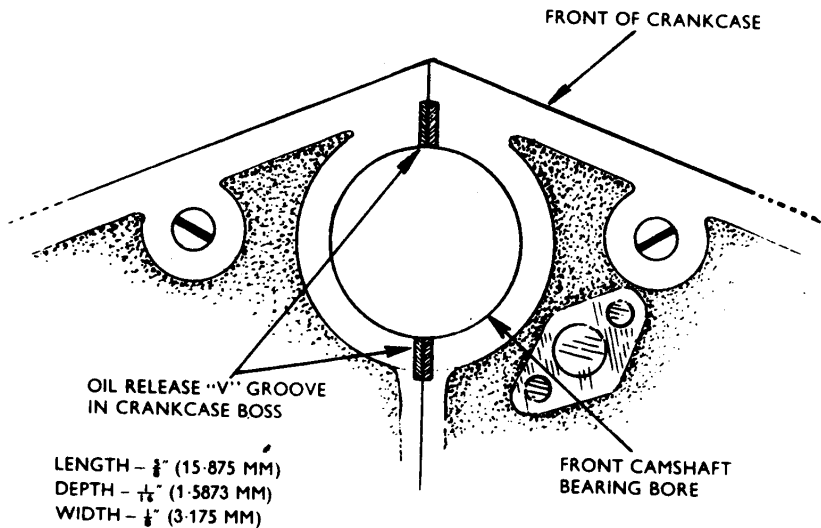


## Item No.64. CAMSHAFT KNOCK - JAVELIN &amp; JUPITER MODELS.

Instances of heavy intermittent engine knock, particularly at slow running speeds, have been traced to camshaft end float.

Investigation has indicated that this is due to oil pressure building up between the camshaft boss and the crankcase, thereby causing a "hydraulic" action.

We have recently introduced a modification in the form of a groove in the crankcase bearing boss to relieve excess pressure at the point as illustrated in the sketch below.



Camshaft end float is normally controlled by the thrust spring, Part No. 50681, but when any knocking of the nature referred to is experienced, the following action should be taken:-

1. Increase the tension of the thrust spring.  
A simple check may be effected by tapping