

SPECIMEN VALVE SETTINGS WITH COMPLEMENTARY DATA—continued.

Make	Model	Inlet (degrees)		Exhaust (degrees)		Clearances (in.)				Ignition Advance
		Opens	Closes	Opens	Closes	Checking		Running		
						In.	Ex.	In.	Ex.	
New Imperial	250 and 350 Grand Prix	28	62	60	30	nil	nil	nil	nil	14 mm.
Norton	350 and 490 International	47½	70	85	42½	0.004	0.004	0.010	0.020	42½°
	490 Mod. 18, ES2; 588 Mod. 19	25/30	43/48	60/65	25/30	nil	nil	nil	nil	42-47°
	30M, 40M, o.h.c. straight pipe	47½	70	85	42½	—	—	—	—	—
	30M, 40M, o.h.c. megaphone	57½	60	85	42½	—	—	—	—	—
	30M, 40M, d.o.h.c. long-stroke	60	67½	85	45	—	—	0.012	0.024	36°
	30M Short-stroke (1954-55)	74	94	72	64	0.005	0.005	0.014	0.028	35°
	40M Short-stroke (1954-55)	82	95	94	74	0.005	0.005	0.014	0.028	36°
	30M Short-stroke (1956-58)	70	100	82	64	0.002	0.002	0.014	0.028	36°
	40M Short-stroke (1956-58)	74	85	89	70	0.002	0.002	0.014	0.028	36°
	30M (1956-58) lift at t.d.c. and b.d.c.	0.278 in.	0.342 in.	0.280 in.	0.180 in.	0.002	0.002	0.014	0.028	35°
	40M (1956-58) lift at t.d.c. and b.d.c.	0.280 in.	0.315 in.	0.280 in.	0.160 in.	0.002	0.002	0.014	0.028	40°
	Norton Twins	30M (1959)	67	98	85	64	0.005	0.005	0.008	0.028
40M (1959)		74	97	90	78	0.005	0.005	0.008	0.028	38°
30M (1959) lift at t.d.c. and b.d.c.		0.330	0.342	0.280	0.260	0.002	0.002	0.008	0.028	—
40M (1959) lift at t.d.c. and b.d.c.		0.330	0.310	0.280	0.260	0.002	0.002	0.008	0.028	—
SS camshaft		50	74	82	42	0.013	0.013	0.006	0.008	34°
Daytona camshaft		49	77	79	47	0.013	0.013	0.003	0.005	34°
Rudge*		Ulster measured on stroke	10 mm.	13 mm.	16 mm.	10 mm.	0.020	0.020	nil	0.003
	350 Replica measured on stroke	9 mm.	14.4 mm.	14.4 mm.	9 mm.	0.008	0.008	nil	0.003	16 mm.
	500 Replica measured on stroke	9 mm.	14.4 mm.	14.4 mm.	9 mm.	0.010	0.010	nil	0.003	18 mm.
Sunbeam	Model 90 (Wolverhampton)	30	60	60	30	0.002	0.012	0.001	0.012	44°
Triumph	250 and 350 o.h.v. single	36	70	70	36	0.001	0.001	0.001	0.001	— in.
	500 o.h.v. single	26½	62½	75½	20½	0.001	0.001	0.001	0.001	— in.
	Speed Twin and Tiger 100	26½	69½	61	35	0.001	0.001	0.001	0.001	— in.
	Grand Prix (1948)	31	42	47	32	0.020	0.020	0.002	0.004	37°
	T100 (Racing Kit) (1950)	52	70	72	50	nil	nil	0.002	0.004	42°
	T100, T110 Racing Kit	35	56	56	35	0.020	0.020	0.002	0.004	42°, 39°