## RUNNING ADJUSTMENTS.

## BRAKE ADJUSTMENT.

The adjustment of Bendix Brakes is effected at the brake itself, and must not be carried out by tightening the operating cables.

ADJUSTMENT TO TAKE UP WEAR. To tighten brakes, turn adjusters in a clockwise direction as viewed from the centre of the car. All adjusters should be turned equally so as to preserve the balance. This can be judged by the number of "clicks" through which each adjuster is turned.

If the adjustment has been neglected for some considerable period, proceed as advised in the Instruction Book.

RALANCING THE BRAKES. When the brakes are out of balance, there is a tendency for the car to "pull" to the same side as the brakes which are doing

It is necessary that all four brakes shall be adjusted so that each does an equal amount of work.

so that each does an equal amount on work.

To check this, first see that the tyre pressures are correct, then drive the car on a quiet road at about 25 m.p.h. and apply the brakes hard. The "tightest" brakes will cause their wheels to leave a mark on the road, provided that the tyre threads are equally worn. The brakes can then be adjusted accordingly.

After the brakes are balanced, it should be possible to apply them hard, yet without any deviation of the car to one side or the other. Remember to keep a is particularly important that the front brakes should be exactly balanced, so that when they are applied hard the steering is not affected.

EVERY 5,000 MILES. The special adjustments described in Instruction Book should be carried out.

WET BRAKES. Always try the brakes after the car has been washed, and if it is found that water has entered the drums, drive the car for a short distance with the handbrake slightly on to dry off the water. Keep the handbrake "on" when washing the car, and this will help to keep the brake

## SPARKING PLUGS.

It is advisable to inspect periodically and if necessary, clean and adjust the plugs. When replacing the plugs in the cylinder head, make certain that the external copper asbestos washer is in place. Renew any faulty

RECOMMENDED TYPE OF PLUG Champion L.9-Gap Setting 0.018 to 0.020

## CLUTCH ADJUSTMENT.



It will be a consi derable time before the clutch will require ad-justment but as the linings wear the free pedal travel will be re-duced. When this travel is reduced to 1', it is

It is unnecessary to remove the floor board to obtain access to the adjusting nuts, they are accessible below the off-side running board. Adjust the nuts until the pedal backlash

CAUTION. Don't disturb the pedal ad-justing nuts which are correctly set before the car leaves the Works.



## VALVE CLEARANCES.

The correct running clearance is 0.004' for both inlet and exhaust valves. A gauge is pro-



Run the engine for a few minutes then remove

the tappet cover and turn the crank with the starting handle for half a rev. after the valve to be adjusted has closed. Slacken the lock-nut and adjust the tappet screw until the gauge just fits between the valve stem

Finally re-check the clearance to ensure that tight-ening the lock-nut has not altered the adjustment.

## IGNITION.

When washing the car, care should be taken that water does not get on the coil or sparking plugs as its presence may cause short circuiting.

The distributor contact breaker points re quire cleaning and adjusting only occasionally. Use the small screwprovided. A thin abrasive stone for cleaning the points. Give only two or three

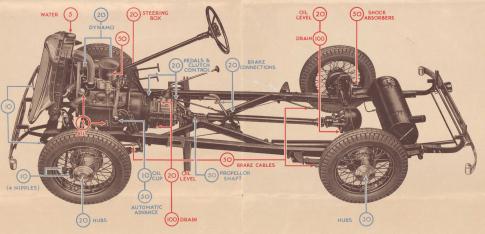


HANG THIS CHART ON YOUR GARAGE WALL.

IT IS BEST SECURED TO A STIFF BOARD.



#### MAINTENANCE CHART



## DETAILS OF LUBRICATION.

OIL CAPACITY-ENGINE - 6 pints. GEARBOX - 2 pints. REAR AXLE - 2 pints.

## ENGINE.

Keep the engine sump full of the recommended oil as indicated by the dipatick, but do not overfill.

After about 2,000 miles it becomes necessary to drain the old and replenish with fresh oil.

## GEARBOX

To fill up, withdraw the dipstick. The level should be up to the top mark on the stick.

## REAR AXLE.

To replenish the oil in the axle remove the level plug at the side of the case and fill until the oil

In winter it is advisable to warm the fresh oil to make it fluid.



HUBS. Remove each



The correct lubrication of the brake cables is essential to efficient operation of the brakes. This is fully described in the Instruction Book.

## TRAFFICATORS.

Apply thin machine oil by means of match stick or feather every 2,000 miles to the catch pin between the arm and the operating mechanism.



## ROAD SPRINGS.

The springs should occasionally be cleaned and sprayed with penetrating oil. Apply the oil can to the

DON'T LUBRICATE THE SILENTBLOC BUSHES.

# The following chart is instanted to Antilans Ask-Station on the control to the colors and the co

Mileage at which Lubrication should be carried out-Hundreds

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2 Nipples. Stee	ring Tre	ck Rod		Three	10	250	28	909		2020	8080		2020	921	(3)	927920	92	92)	9292	8	(39)
2 Nipples. Stee	ring Dr	ng Link		or	10		22	92192		8283	9090		9090	925	100	202	R	92	888	8	620
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WAKEFIELD "CASTROL"	Patent CW	Patent XL	Patent XL	D	Castrolease Heavy			Castrol						Oilit		Cas	Castrolease G		Castrollo		
VACUUM "MOBILOIL"	ACUUM "MOBILOIL" A BB BB			С	Mobilgrease No. 4			Voce			Lu	Special Luvax Fluid			Gargoyle Velocite Oil D		Me	Mobilgrease No. 2		Gargoyle	
"SHELL"	"SHELL" Single Triple Triple			Gear Oil	Gear Oil R.B. Grease			Shell							Household Oil			Joint Grease		Shell	

## THE STANDARD MOTOR Co., Ltd.,

COVENTRY.

London Service Depot. STANDARD ROAD, CHASE ESTATE, PARK ROYAL, LONDON, N.W.10.

## CARE OF THE BODY.

## CELLULOSE PAINTWORK.

CELLULOSE PAINTWORK.

Dust may be removed from the cellulose finish with a duster but if it has been wet it is advisable to clean off with a sponge and water. Always use water when removing mud and finally wipe over with an almost dry chamois leather.

Occasionally apply a good polish specially prepared for the purpose.

Defore it has had time to set. This may be done by the aid of a little petrol.

## DOORS.

Door hinges, dovetails, locks, bonnet fasteners, carrier pivots and other working parts in the body should be oiled occasionally.

## CHROMIUM PLATE.

Frequent cleaning with soap and water is recommended, finishing off with a damp chamois leather. If, due to neglect, the plate becomes spotted, it is necessary to use a chromium plate cleaner.

## CARE OF THE TYRES.

Maintain the tyres at the correct pressure. will ensure longer life and better all round runni



Test the tyre pressures weekly using a gauge applied directly to the valve.

The state of the state of the state of the read matter which may have become embedded in the tread.

If the front tyres should wear unduly, check the alignment of the wheels, which is governed by the track red. (See Instruction Book)



## CORRECT TYRE PRESSURES.

Inflation Pressure' (lbs. per sq. in.) 26 30
A reduction of 4 lb. per sq. in. in the rear tyre pressure is permissible when the rear seats are unoccupied.

## A Few 'DON'TS' for Beginners.

DON'T run your engine for any appreciable time whilst in an enclosed space such as a garage with the doors closed. The dangers of carbon monoxide poisoning from the exhaust gases are very real under such circumstances

DON'T neglect to change the engine oil after the first 500 miles and have the sump cleaned out if possible. Always use a good lubricant as recommended.

DON'T forget to tighten the cylinder head nuts evenly after the first 500 miles.

DON'T allow the engine to run too fast during the first 500 miles. The suitable road speeds are given in the Instruction Book.

#### USING THE JACK.

Fit the jack to the notch provided in the bumper bar, and hold in a vertical position until the jack takes the load, on operating the rachet spanner

CAUTION. NEVER USE THE JACK WITH-OUT FIRST APPLYING THE HANDBRAKE.

If the car is on a severe gradient it is advisable to chock the rear wheels when jacking-up the front of the car. Chock the front wheels when jacking-up the rear.



## OIL & GREASE GUN ATTENTION -

THE FIGURES IN THE CIRCLES REPRESENT THE PERIODS IN HUNDREDS OF MILES.



## GENERAL

## COOLING SYSTEM.

The water capacity of the radiator and engine is 14 pints. In winter it is advisable to drain away sufficient water and replace by the same quantity of "Bluecol." This will effectively protect the system against freezing. See Instruction Book for further information.

## BATTERY.

It is necessary to examine the acid level in the battery about every month and if necessary add distilled water until level with top of the separators. The battery terminals should be kept tight and sneared battery for emain in a run down condition. If necessary have the battery re-charged.

CALTION. Do not excell when tonnineaus the

CAUTION. Do not overfill when topping-up the battery and screw tight the caps to prevent leakage.

## PETROL PUMP.

This embodies a filter to catch any impurities in the petrol. Occasionally remove and clean the filter and when replacing make certain that the cover fits squarely against the cork washer and that the securing screw is tight. There must be no air leak at this point.

## CARBURETTER.



The slow-running adjustments are fully described in the Instruction Book.

The float chamber together with the jets can be removed by releasing the two screws and is then accessible for cleaning purposes.

W. W. CLINTIN LTD. COMENTARY