

'Valve' clearances - All Nuffield and Leyland models

Morris side valve engine - TVO & Petrol - Cold

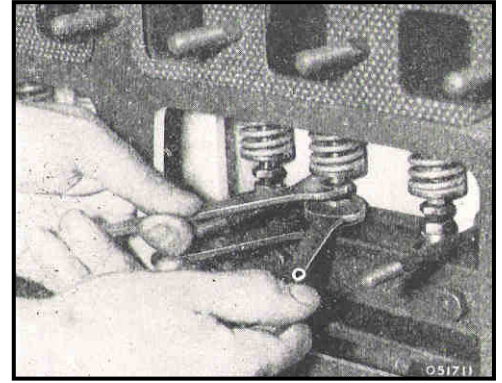
Inlet = 0.004" (0.101mm)
 Exhaust = 0.018" (0.457mm)

Perkins P4 (TA) - Cold

Inlet & Exhaust = 0.012" (0.30mm)

BMC & Leyland 3 & 4 cylinder engine 2.55, 2.8, 3.4, 3.8 Ltr & 98 series - Hot & Cold

Inlet & Exhaust = 0.013" (0.33mm)



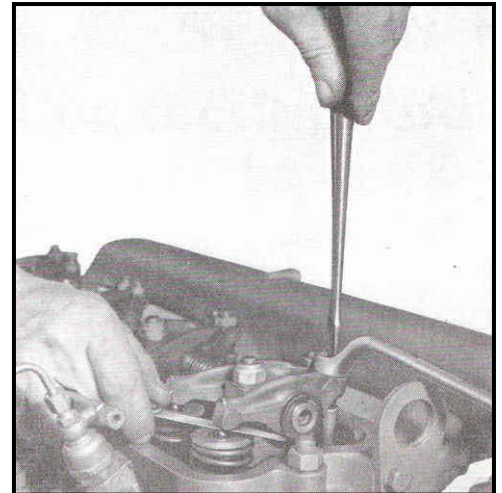
Morris Side Valve Adjustment

3 Cylinder BMC adjusting order;

No.	1 (Ex)	Valve	With no.	5	Valve	Fully open
"	4 (In)	"	"	5	"	"
"	2 (In)	"	"	4	"	"
"	3 (Ex)	"	"	4	"	"
"	5 (Ex)	"	"	4	"	"
"	6 (In)	"	"	4	"	"

4 Cylinder BMC & Leyland adjusting order;

No.	1 (Ex)	Valve	With no.	8	Valve	Fully open
"	3 (In)	"	"	6	"	"
"	5 (Ex)	"	"	4	"	"
"	2 (In)	"	"	7	"	"
"	8 (Ex)	"	"	1	"	"
"	6 (In)	"	"	3	"	"
"	4 (Ex)	"	"	5	"	"
"	7 (In)	"	"	2	"	"



Perkins P4 (TA) Valve Adjustment

Perkins D3.152 - Cold

Inlet & Exhaust = 0.012" (0.30mm)

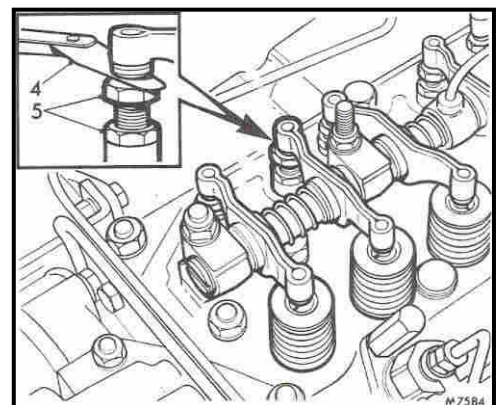
Adjusting sequence;

With the flywheel mark in the centre of the inspection hole and number one piston at the beginning of its compression stroke. (Both valves closed)

Adjust valves 1, 2, 3 & 5 (Numbered from the front)

Turn the engine 360° (One full turn) until the TDC mark is at the centre of the inspection hole.

Adjust valves 4 & 6 (Numbered from the front)



Perkins D3.152 Valve Adjustment

BMC Mini 'A' Series 850cc Diesel - Cold

Inlet & Exhaust = 0.012" (0.30mm)

BMC 'B' Series 1.6ltr Petrol (Gas) & 1.5Ltr Diesel - Cold

Inlet & Exhaust = 0.015" (0.38mm)

Leyland 1.8Ltr Diesel - Cold

Inlet & Exhaust = 0.014" (0.36mm)

BMC & Leyland 6 cylinder 5.1, 5.7 & 98 series - Hot & Cold

Inlet & Exhaust = 0.013" (0.33mm)

Firing order; 1, 5, 3, 6, 2, 4.

Adjusting sequence;

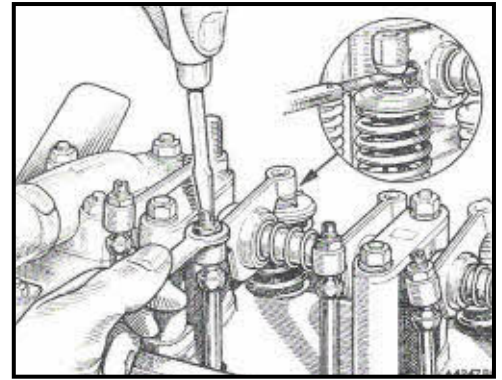
With number one cylinder at TDC - compression stroke - both valves closed and number six cylinder at TDC - both valves 'rocking'.

Adjust inlet valves on numbers 1, 2 & 4 cylinders
Adjust exhaust valves on numbers 1, 3 & 5 cylinders

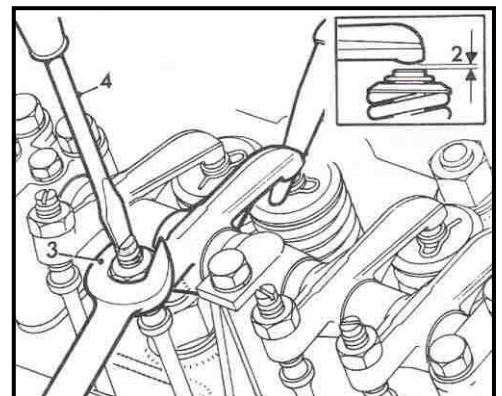
Rotate engine 360° (one full turn) - number six cylinder at TDC - compression stroke - both valves closed and number one cylinder at TDC - both valves 'rocking'.

Adjust inlet valves on numbers 3, 5 & 6 cylinders
Adjust exhaust valves on numbers 2, 4 & 6 cylinders

It is not necessary to start with number one cylinder on the compression stroke, if, by turning the engine, number six is on the compression stroke then start there, it saves turning the engine as often!



BMC 'A' & 'B' Series Valve Adjustment



BMC / Leyland Valve Adjustment