

# HOW TO VERY ACCURATELY ADJUST L/F134 VALVE TAPPETS QUICKLY WITHOUT USING FEELER GAUGES

By John GIBBINS 14<sup>th</sup> July 2015

There are many ways to adjust tappets but this is the simplest way that the novice [hobbyist] or experienced mechanic can do things in minutes with absolutely no confusion. As well on older vehicles there will be wear on the valve stem & tappet that is not conducive to being accurately set with feeler gauges. Adjusting without feelers avoids this pitfall.

Knowing the L/F 134 engine tappet adjuster screw has 24 threads per inch 1 complete 360° turn of the tappet adjuster hexagonal head [6 flats] is [1"/24] or 0.042".

So just 1 flat of the hexagonal head is  $0.042"/6 = 0.007"$  & 2 flats is  $0.042"/3$  or 0.014". If you want 0.016" just a tad more.

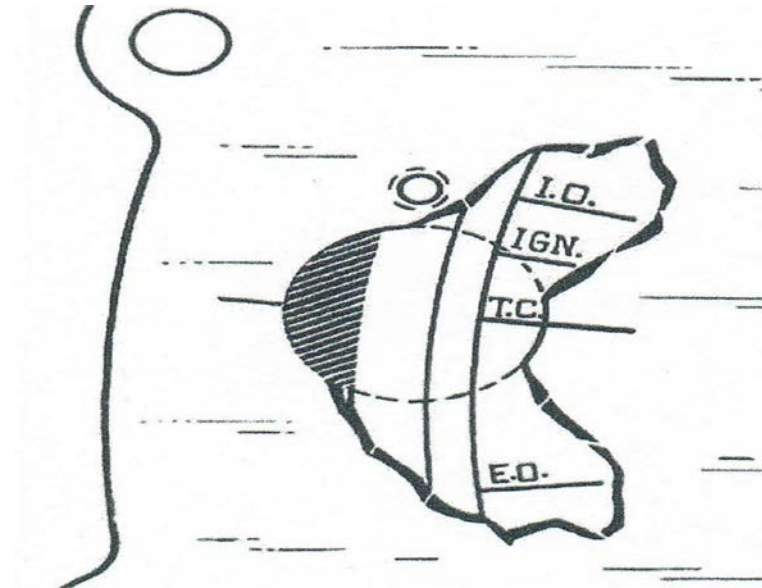
Frankly I have always adjusted L134 valves to 0.014" cold & never had a burned exhaust valve or any other deleterious consequences ....fuels & oils are VERY different now to when the clearances were altered to 0.016" from the head casting marks 0.014".

Adjusting valves is quite easy whether a mechanic or not....This is the no feeler method that ensures wear to the cam follower screw head is eliminated from the measuring equation [so is the ticking noise, usually].

An aside here is....One reason we should ALWAYS replace cam followers in the same position on the same cam lobe, if they have been removed for any reason, is that cam & follower patterns mismatched **can cause non-removable ticking noises** & accelerated wear.

FIRST....Get 1 at TDC compression with marks in window or finger over the plug hole or loosely fitted tissue blowing out [all spark plugs are removed] & someone turning the crank handle.

As you are adjusting valves the side cover will be off **another check** that is easy to establish 1 is @ TDC compression is number 4 valves will be on the rock i.e. exhaust valve is closing & the inlet is opening **or alternatively** the distributor rotor position will be to number 1 plug lead.



NOW....When @ TDC compression with chalk mark the centre left side of the crankshaft belt pulley parallel to the ground.

1. Adjust both number 1 valves by screwing the adjuster till there is just no play then unscrewing/loosening the adjuster only 2 flats of the hex head. That will give you exactly 0.014" gap
2. Turn engine with crank 180 degrees then the chalk mark will be on the right side parallel to the ground. Now adjust both no 3 tappets, exactly as done in 1.
3. Another 180 degrees so the mark is now left parallel with the ground then adjust no 4 tappets, as done with valves 1&3
4. Only 2 is left so when the mark is right parallel to the ground adjust both no 2 tappets, like with valves 1,3 & 4.

All done in 5-10 minutes