

VALVE MOVEMENT  
FOR NEUTRAL POS. OF  
JOHNSON BAR

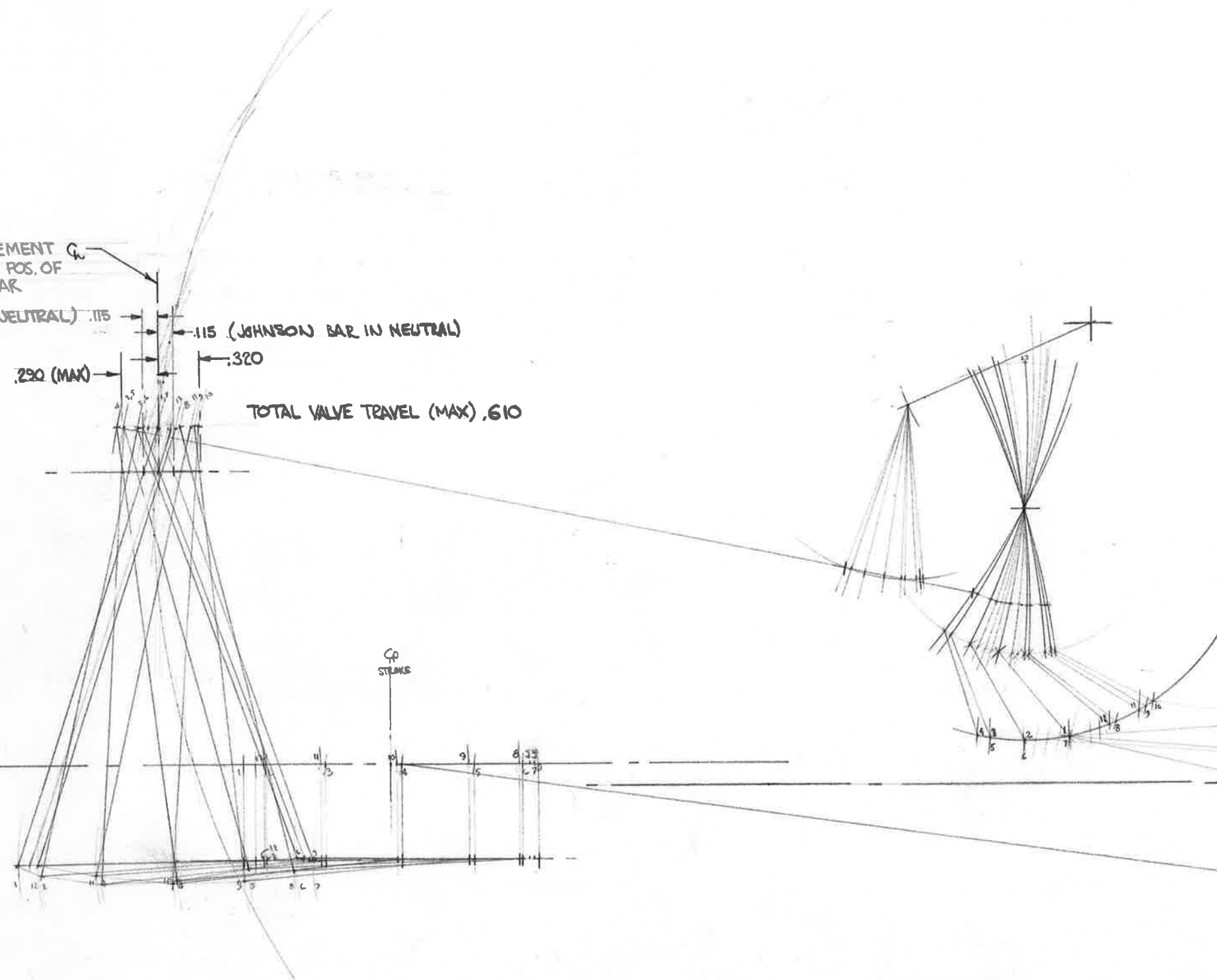
(JOHNSON BAR IN NEUTRAL) .115

.290 (MAX)

.115 (JOHNSON BAR IN NEUTRAL)

.320

TOTAL VALVE TRAVEL (MAX) .610



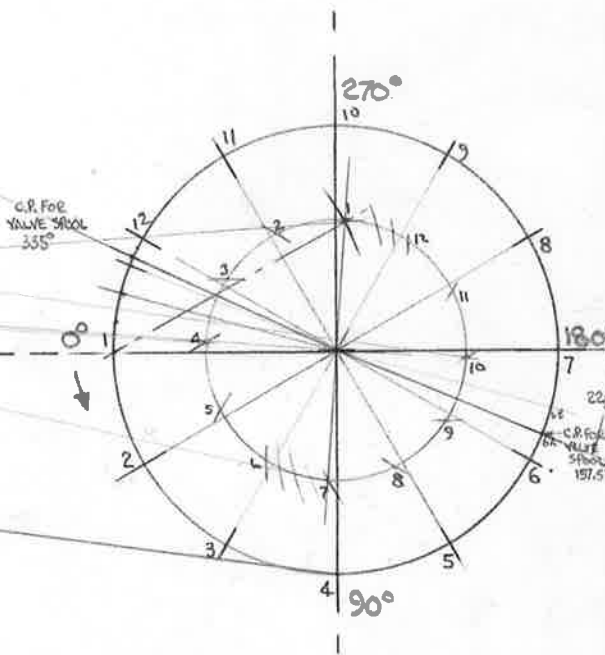
NOTE : INTAKE LEAD .021  
EXHAUST LAP .094  
MEASURED WHEN DRIVER CRANKPIN  
IS AT POSITION 1 OR 7

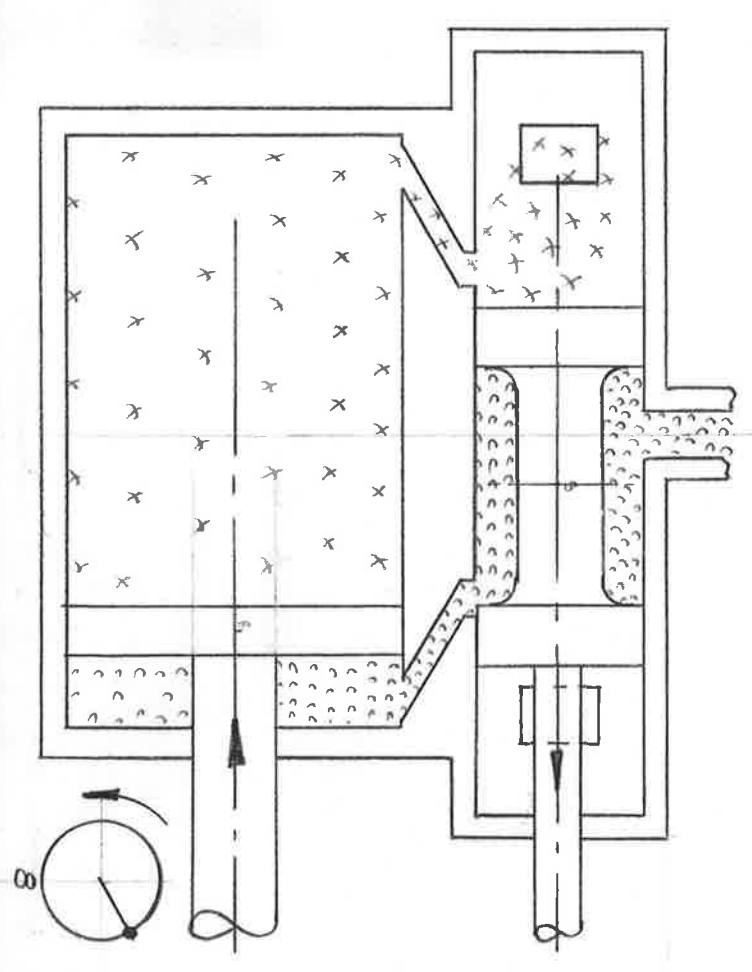
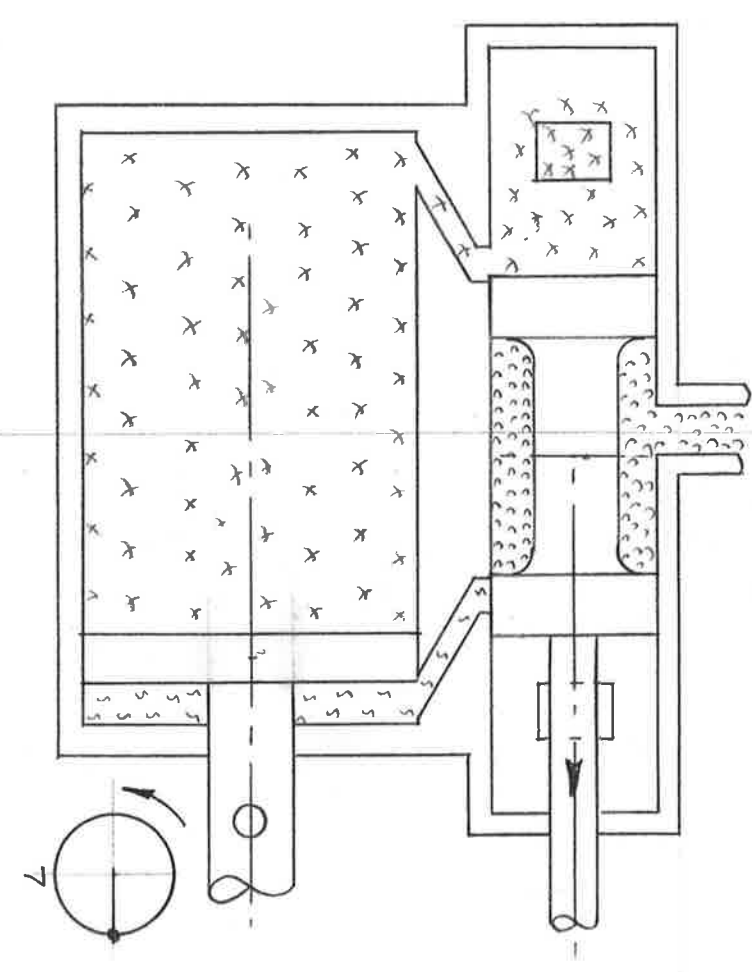
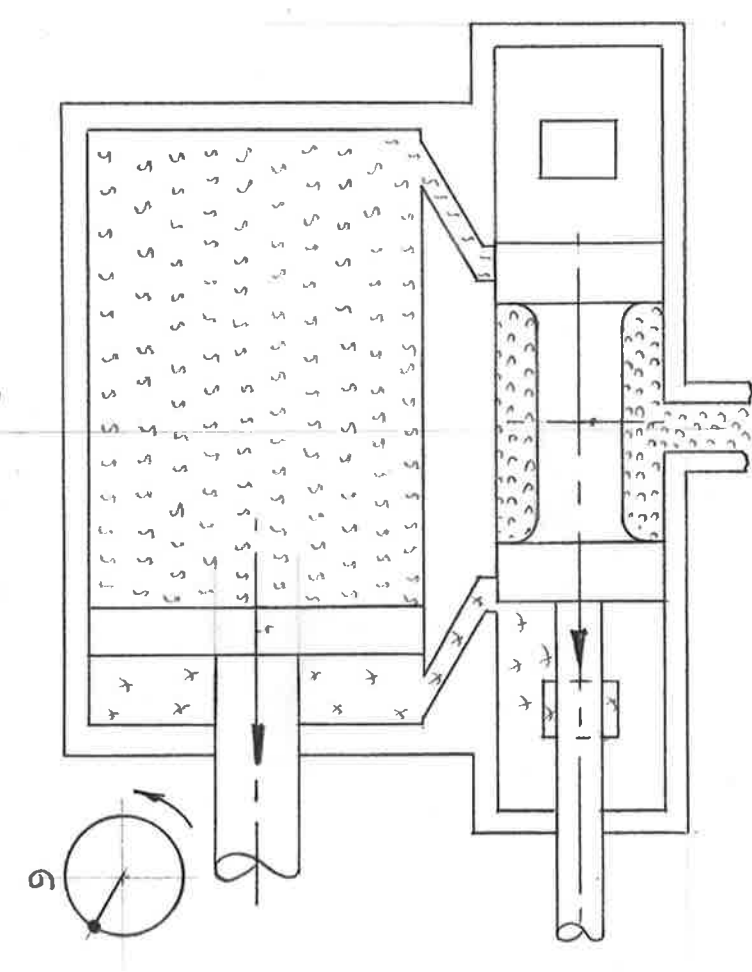
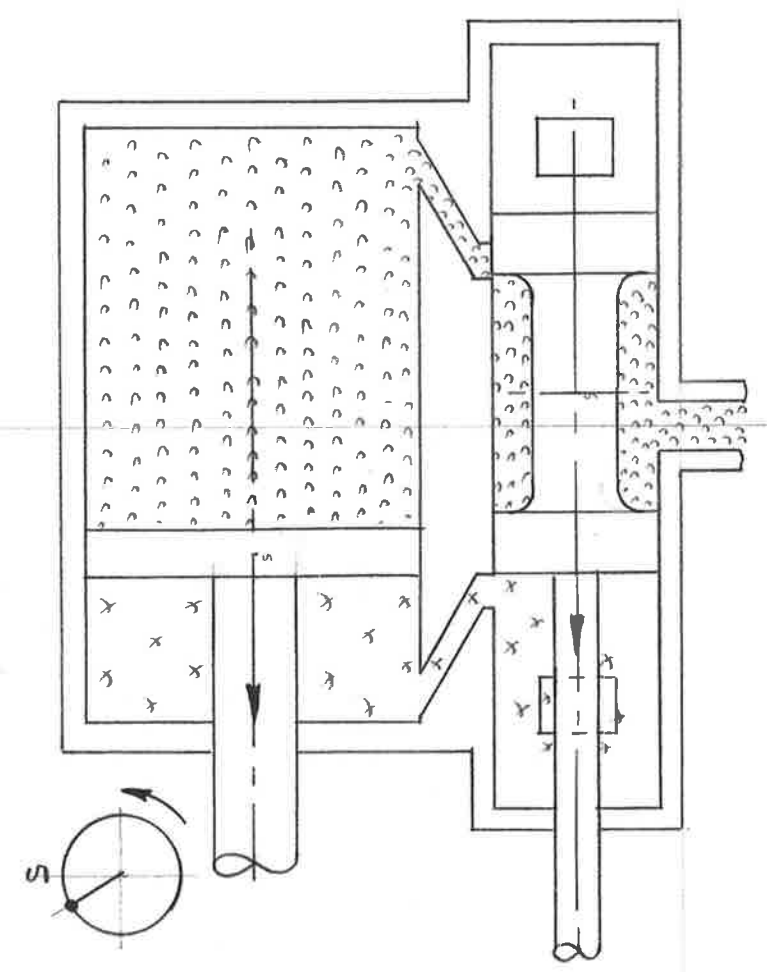
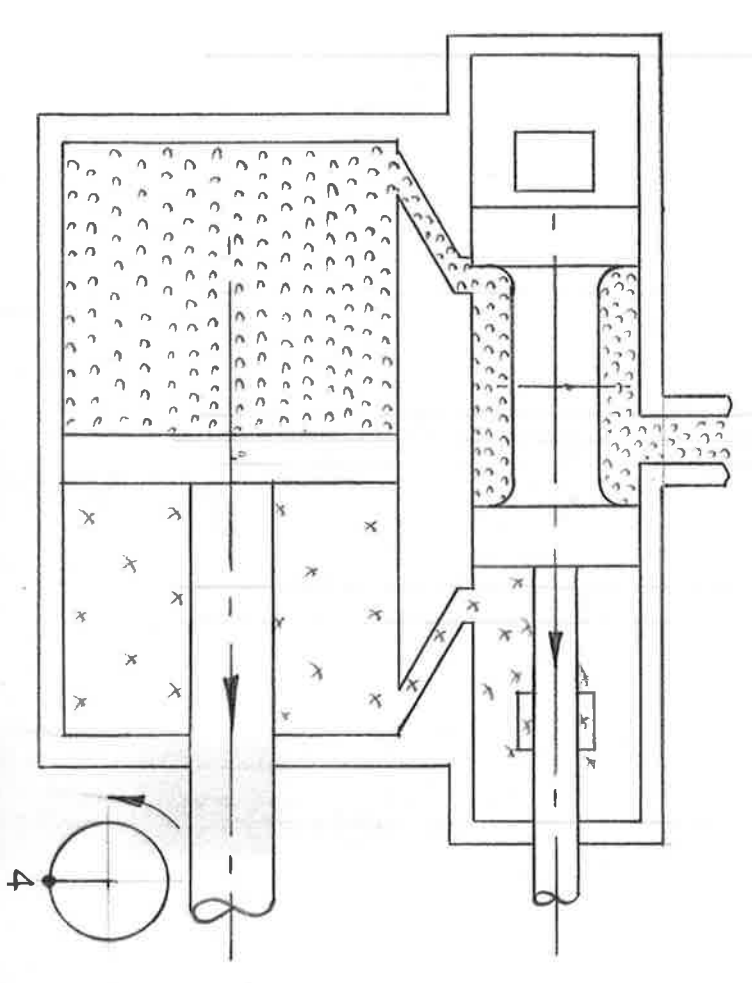
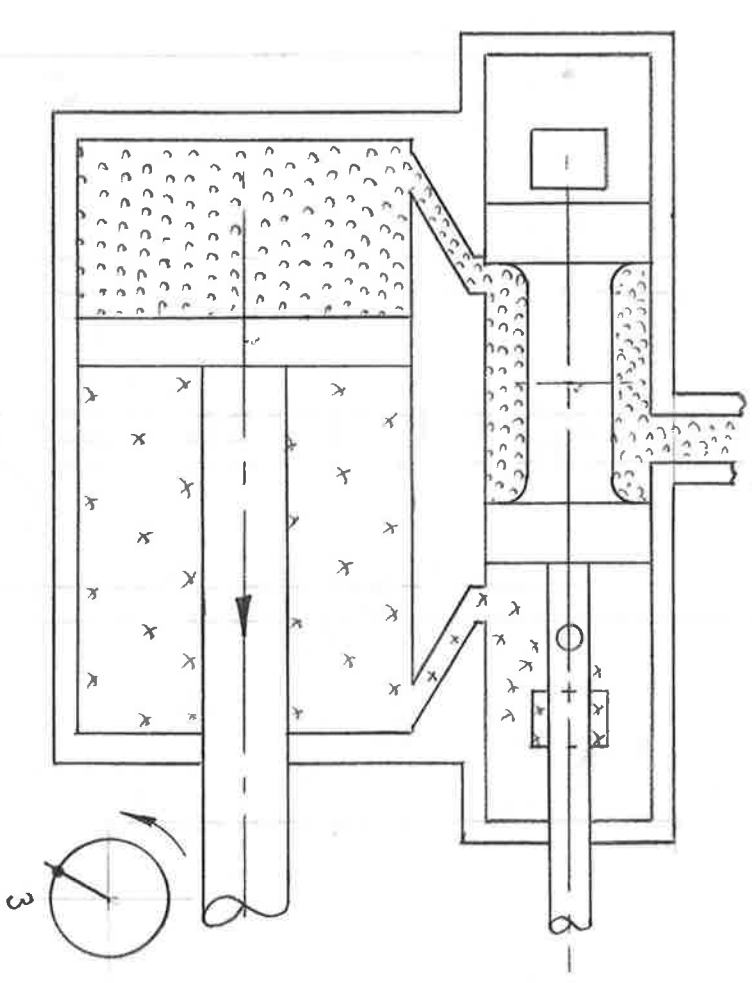
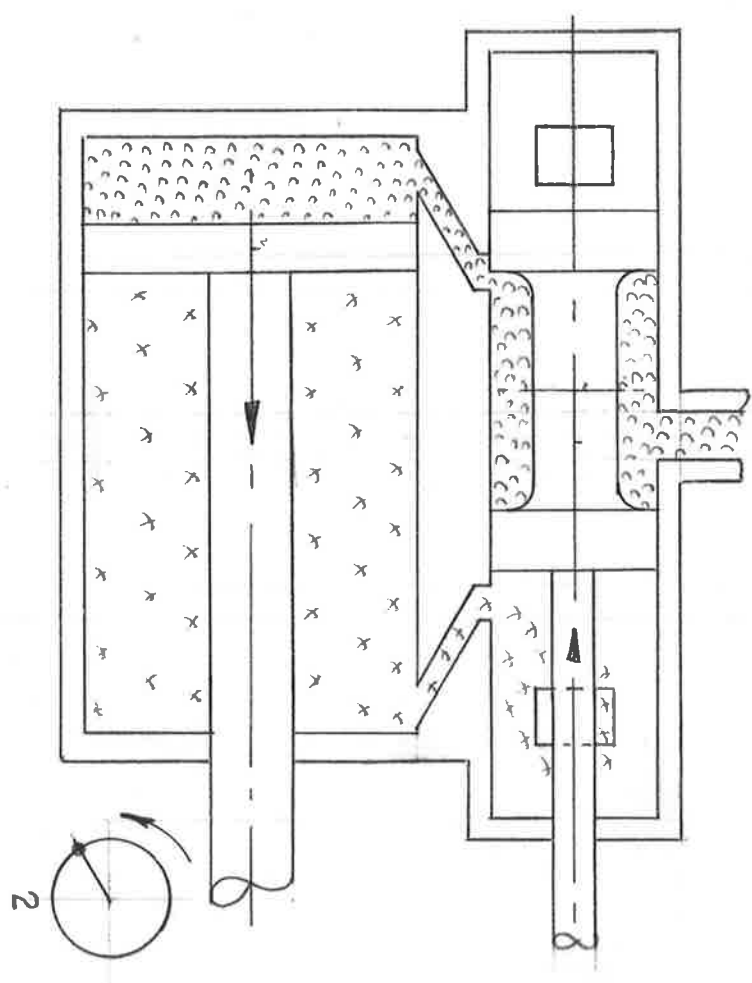
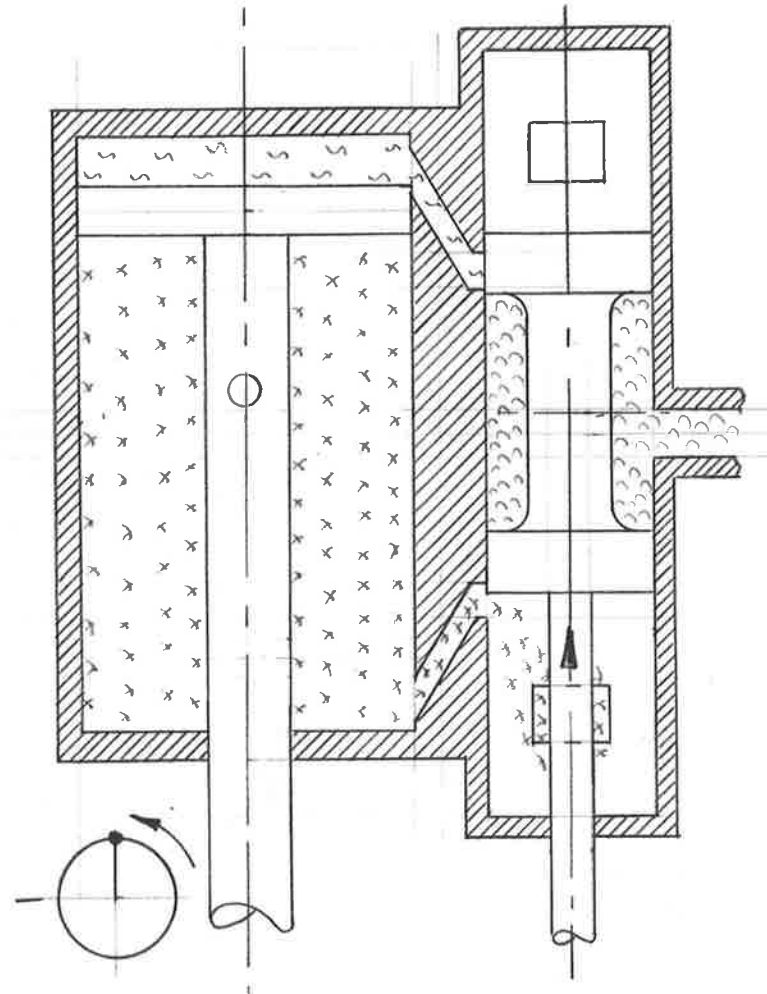
### VALVE SETTING

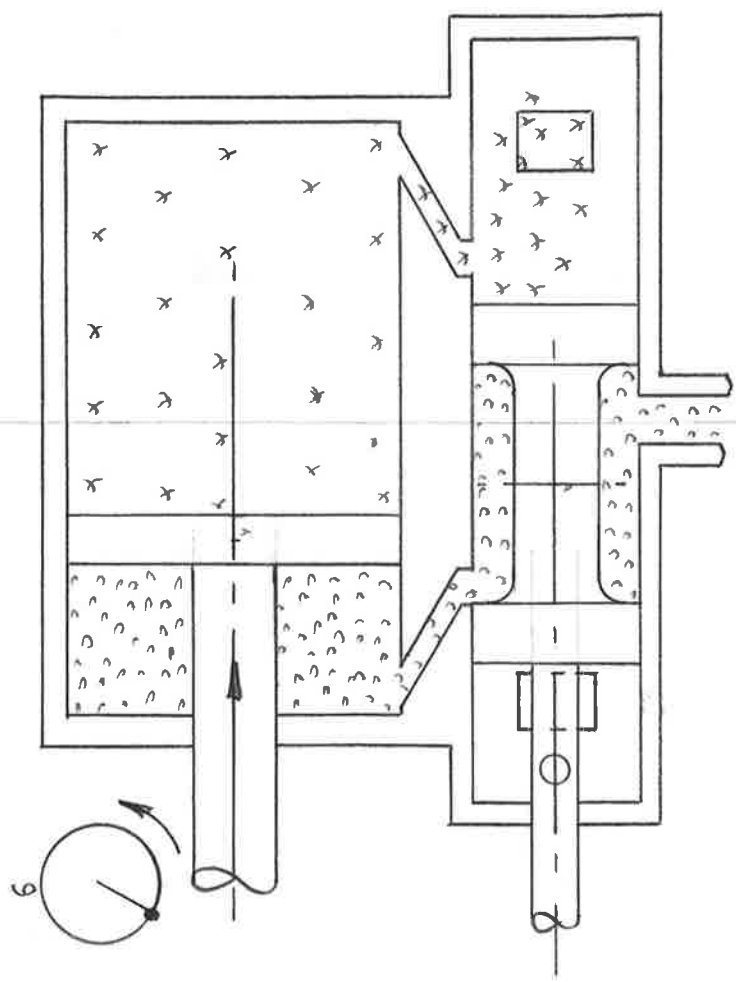
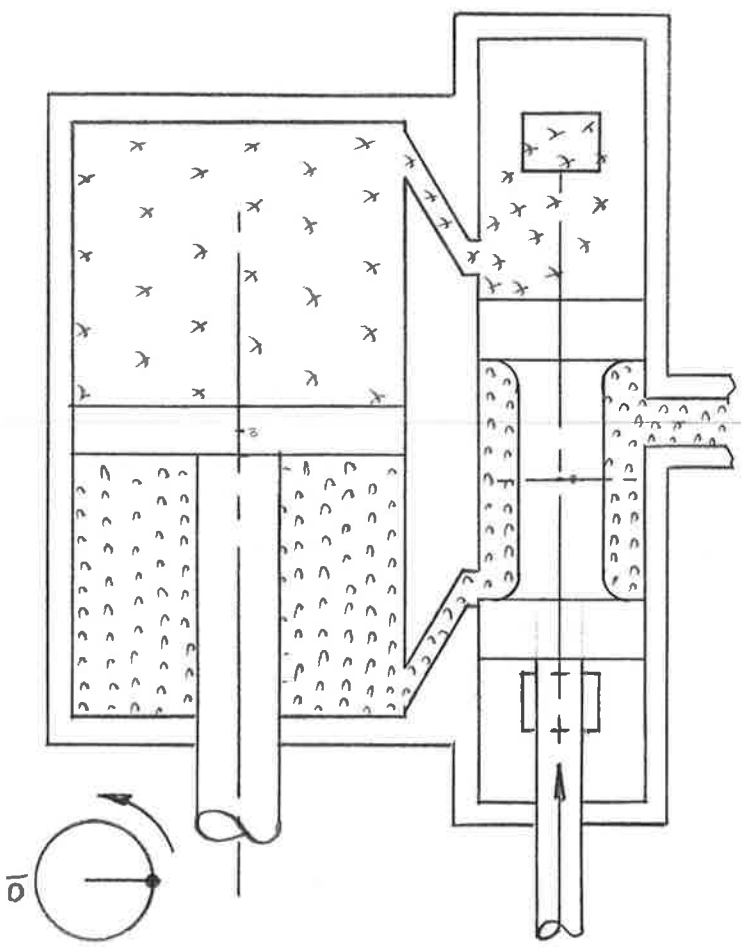
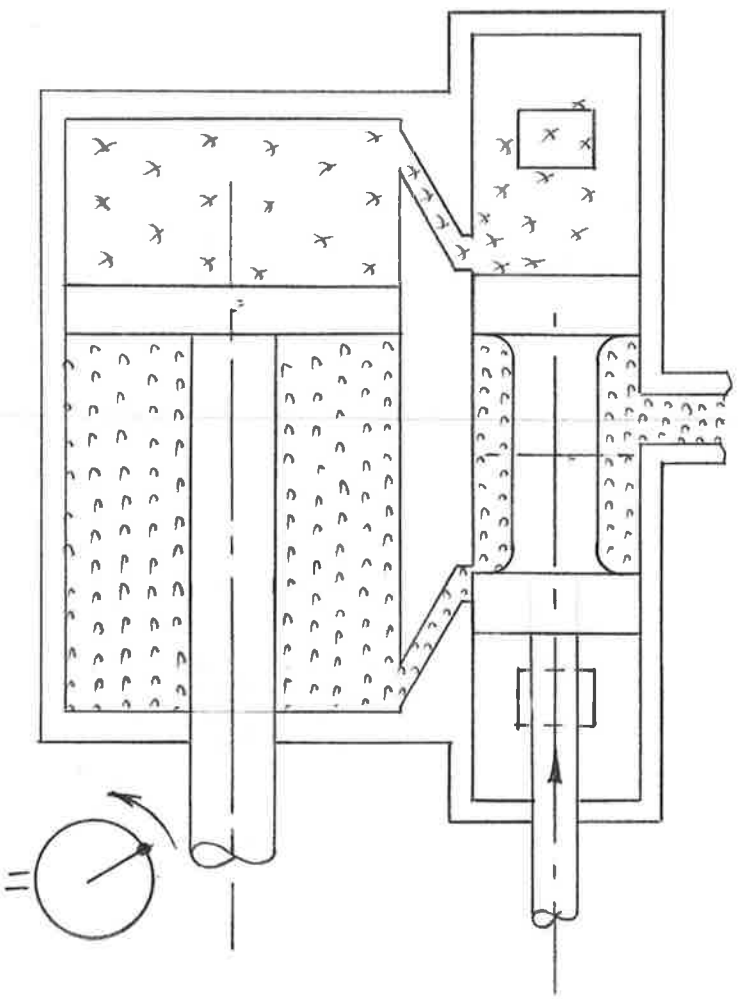
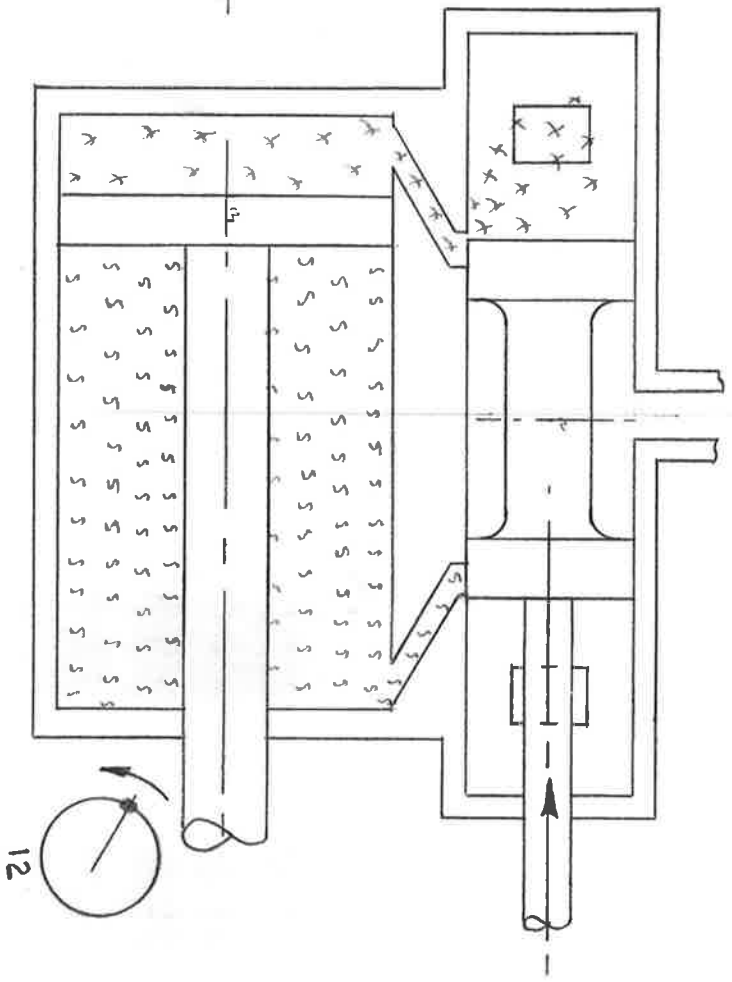
1. VALVE SPOOL IS IN DEAD CENTER, WITH RESPECT TO TIMING PORTS, AT 157.5° (22.5° BEFORE AFT HORIZ. D.C.) & 335° (25° BEFORE FWD HORIZ. D.C.) OF MAIN CRANKPIN.
2. MAX. AFT POSITION OF SPOOL IS .320, FROM CENTER, & AT CRANKPIN POSITION \*9 (240°)
3. MAX. FWD POSITION OF SPOOL IS .290, FROM CENTER, & AT CRANKPIN POSITION \*3 (60°)

2.333 MAIN CRANKPIN CIRCLE  
1.360 ECCENTRIC CRANK CIRCLE

VALVE GEAR KINEMATICS  
B&O P-7 1" SCALE  
I.D. ALKIRE 1960







1" B&O P-7  
 VALVE MOTION STUDY  
 I. D. ALKIRE 1961