

WHAT DOES THE TERM "FEEL" MEAN WHEN ADJUSTING TAPPET VALVES?

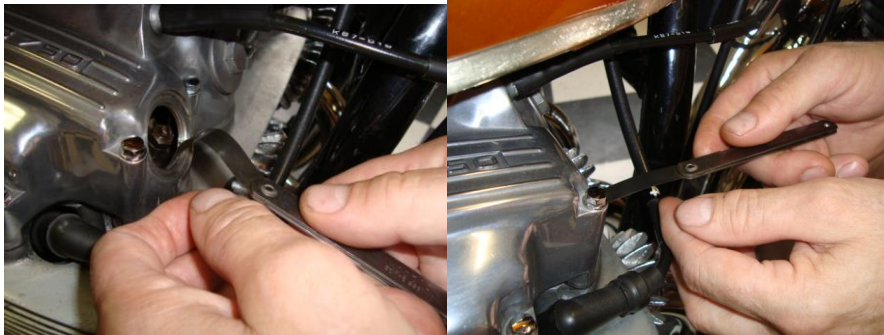
THIS QUESTION CONFUSES MANY OF THE NOVICE TECHS. THERE ARE SOME SIMPLE THINGS TO CONSIDER WHEN ADJUSTING VALVES THAT NEED "FEEL".

THE FIRST THING TO REMEMBER IS THAT THIS TERM IS ONLY FOR VALVES THAT HAVE TAPPET ADJUSTERS, OR A SYSTEM THAT ALLOWS YOU TO CREATE MANY VARIABLES IN THE ADJUSTMENT. TAPPET ADJUSTERS HAVE A LOCK NUT AND A TREADED SHAFT TO VARY THE GAP BETWEEN THE VALVE AND THE VALVE ACTUATOR (THE DEVICE THAT OPENS AND CLOSSES THE VALVE, ROCKER ARM OR ARMS AND CAM)

THE DISTANCE BETWEEN THESE TWO IS CRITICAL IN THAT IT DETERMINES FINE TUNING TO THE DURATION OF THE VALVE OPENING TIME. THE MORE EXACT THE ADJUSTMENT THE BETTER THE DURATION AND THE MORE EFFICIENT THE PROCESS WILL BE. THIS WILL RESULT IN MORE PERFORMANCE AND OR BETTER GAS MILEAGE.

ON THE OTHER END OF THIS ADJUSTMENT IS A GAP TOO LARGE BECAUSE "FEEL" IS NOT CORRECT. THIS WILL HAVE AN OPPOSITE EFFECT OF COURSE AND WILL ADD THE UNWANTED VALVE TAP.

SO HOW CAN SUCH A VAGUE TERM AS "FEEL" BE HONED? THERE ARE SOME ARGUMENTS ON THIS THAT ARE AS INFINITE AS THE UNIVERSE HOWEVER I HAVE USED A METHOD THAT WAS HANDED DOWN TO ME BY MY FATHER (BY THE WAY WHEN HE TOLD ME THIS I WAS SCEPTICAL BUT STILL RESPECTED HIM AND USED IT WITH MANY REWARDS AFTERWARDS). HE SAID HE COULD NOT TEACH ME "FEEL" BUT I COULD TRY WHAT HE DOES. WHAT HE DID WAS TO PULL THE FEELER GAUGE THROUGH THE GAP AND THEN PUSH IT BACK THROUGH. WHEN IT BUCKLES SLIGHTLY WHILE PUSHING ON IT AND THEN SLIPS THROUGH THAT WAS THE PROPER FINAL ADJUSTMENT.



BEEN USING IT FOR 40 YEARS AND IT WORKS WELL.

HERE'S HOPING TO WAVE FROM THE ONCOMING LANE.  
ROSS