

1600 c.c. Twin Camshaft Engine Vibration.

1. It is usual to experience a vibration at 5500 r.p.m.
A torsional vibration at low speeds is always there but should not prove troublesome.
2. The most likely cause of the vibration complained of is "out of balance" of the clutch.
Turning the clutch round 180° often effects a big improvement. Borg and Beck are now delivering clutches balanced to within $1/4$ oz. inches.
If turning the clutch round 180° produces no improvement then individual checking of the balance of Crankshaft, Flywheel, and Connecting Rods should be undertaken and correction made accordingly.
The Crankshaft should be within $1/4$ oz. inches and Connecting Rods within two drams overall weights.
The whole assembly of Crankshaft, Flywheel and Clutch Unit Balanced should be within $1/4$ oz. inches.
3. Balance of Propellor Shaft. Dis-connecting at the coupling flange and moving the shaft round 180° , may show an improved condition.