

# Drips & Sparks

If you have any questions or problems with your LBC,  
send an e-mail to Randall Young at: [HelpDesk@sctoa.org](mailto:HelpDesk@sctoa.org)

Hi – I just got an email from SCTOA saying that you have all the answers,  
so here goes.

I am a member of SCTOA (since 85), I have a 66 Spitfire and a 67 GT6. I also have  
a 57 Morgan Plus 4 with a TR3 engine. In the Haynes manual for Spitfire is a simple  
listing of where each valve has to be to adjust the valves. ie:

<u>Open</u>	<u>Adjust</u>
Valve 8 .....	Valve 1
Valve 6 .....	Valve 3
Valve 4 .....	Valve 5 etc.

Do you happen to know the order for adjusting the TR 3? Please let me know.

THANKS – Peter Davison

Since the Spitfire and the Morgan Plus 4 share the same firing order and valve  
arrangement, the same sequence you use with the Spit will work for the Morgan.

The full sequence is

<u>Open</u>	<u>Adjust</u>	<u>Open</u>	<u>Adjust</u>
Valve 8 .....	Valve 1	Valve 1 .....	Valve 8
Valve 6 .....	Valve 3	Valve 3 .....	Valve 6
Valve 4 .....	Valve 5	Valve 5 .....	Valve 4
Valve 7 .....	Valve 2	Valve 2 .....	Valve 7

However, there's another way to do this that I find easier. It's bit more difficult to  
explain, but easy to do (in my opinion anyway). Best of all, it works for any engine  
with an even number of cylinders, and all you have to know is the firing order. For  
each cylinder in the firing order (1-3-4-2), you turn the engine until both valves for  
that cylinder are open slightly, then adjust both valves on the cylinder that is  
opposite in the firing order. This is the operation given in the original workshop  
manual for the TR2 & 3.

Randall