

1930 HILLMAN STRAIGHT EIGHT.

Chassis Numbers Y.1001 - Y.2100.

Engine: 8 cylinders in line ; monobloc casting ; pushrod operated overhead valves. 5 bearing crank shaft and camshaft.

Lubrication: High pressure to crankshaft and valve gear by means of gear pump. Removable filter under oil filter cap and large strainer in sump. Filter, strainer and pump are all easily removable.

Bore 63 mm. Stroke 105 mm. R.A.C. 19.6 h.p. Cubic Cap. 2620 cc.

Firing order : 1 - 6 - 2 - 5 - 8 - 3 - 7 - 4  
(No.1 being nearest to the radiator).

Effective Valve Timing:

Inlet Opens - 5° late : Inlet closes 39° late.  
Exhaust Opens - 50° early : Exhaust closes 10° late.

Note : Check valve timing with special tappet clearances, inlet and exhaust .008".

Ignition Timing : (Full retard) T.D.C.

Tappet Clearances : Inlet and exhaust .006".

Carburettor: Zenith Pump Type 105 B  
Choke dia. 26 mm  
Throat dia. 36 mm  
Jets 150 main  
28 cap  
75 range comp.

Spark Plug Gap - .025"  
Distributor Gap - .022".

Clutch: Single Dry plate with ball bearing withdrawal.

Gearbox: 4-speed and reverse ; right hand change.

Ratios: Reverse 16 to 1  
1st 20 to 1  
2nd 12.85 to 1  
3rd 7.75 to 1  
Top 5 to 1

Rear Axle: Spiral Bevel.

Note re axle shafts.

	<u>Length</u>	<u>Thickness.</u>
Offside	2'6 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "
Nearside	2'6"	1 $\frac{1}{4}$ "

The overall length measurement has been taken by placing a rule along the shaft and measuring from the extreme end of the thread to the face of the gear which is towards the thread.

Steering: Marles.

Fuel Tank: At rear - 14 gallons capacity. A two way tap controls a reserve supply of about 2 gallons.

Springing: Semi-elliptic front and rear.

Brakes: Four wheel, operated by foot pedal, and Servo Motor. Handbrake operates on rear wheels.

Lighting and Starting: Lucas 12 volt.

Tyres: 29 x 5.50 ins.

Dimensions: Track 56 ins.  
Wheelbase 10 ft. 0 $\frac{1}{2}$  ins.