Manual choke

Remove carburettor from inlet manifold as this adjustment cannot be made with the carburettor in position.

Tie the choke (strangler) valve operating lever so that it has moved to the full extent of its travel as shown in Fig. 14A.

Slacken off the set screw in the brass trunnion on the lower end of the connecting rod between the choke operating lever and floating lever behind the throttle lever.

Open the throttle to the fast idle setting given in the Data Section under Fuel System for this type of carburettor. If a number drill with a shank diameter of this dimension is not available a piece of wire of this diameter, or slightly flattened to this dimension can be used as a throttle opening gauge. Insert the checking gauge between the throttle edge and throttle bore at right angles to the centre of the throttle spindle. With the throttle held in position, tighten the set screw in the brass trunnion on the throttle floating lever. Then check that the throttle opens the correct amount when the choke lever is operated to its full extent of movement.

Manual Choke valve return spring tension

The tension of this spring can be increased by moving its outer end anti-clockwise, into one of the two extra anchorage slots in the short lever on the end of the choke valve spindle.

More tension is sometimes needed under very cold starting conditions. —10°F (23°C).

REMOVAL

Disconnect the following items:—

Air cleaner.

Fuel pipe at fuel pump outlet.

Vacuum advance pipe at carburettor end.

Air pipe from throttle operating unit.

Three $\frac{7}{16}$ in. A.F. nuts and washers holding carburettor on inlet manifold.

The carburettor may now be lifted off complete with the unit that operates the throttle. This unit and its mounting plate may be removed from the carburettor by releasing its ball connection and the throttle return spring.

REFITTING

This is a reversal of the removal procedure, a new joint should be fitted between the inlet manifold flange and operating unit mounting bracket. The thick heat insulating joint is fitted between the carburettor flange and the mounting bracket.

CLEANING (See Figs. 5, 16 and 17)

Do not remove the carburettor top body from the main body while the carburettor is in position on the engine, because it is difficult to replace its gasket without first removing the carburettor.

The carburettor can be cleaned quickly without removing it from the engine if the following procedure is carried out.

Remove the main jet holder (32) or main jet cover plug (39) below the carburettor with a $\frac{9}{16}$ in. A.F. box spanner. This will allow the float chamber and slow running system passageway to drain.

Using fuel pump priming lever pump a small quantity of fuel through the float chamber so that needle valve and seat are flushed through.

Remove main jet (32) from its holder, or the main jet (38) from the carburettor body with a small screwdriver; also remove slow running jet (pilot jet) (16) on the outside of the carburettor body. Blow through jets and inspect jet orifice to make sure that an obstruction, such as a fine hair, is not still remaining inside the jet.

Cleaning of the jets should be carried out by washing in petrol and blowing through with clean compressed air. Under no circumstances should wire be used, as this may have a detrimental effect on the calibration of the jets.

Replace jets (16) and (32) or (38). Also replace jet holder (32) and jet cover plug (39).

Remove two screws above float chamber. Slightly lower float chamber and move forward to withdraw float chamber from the short plastic tube that connects it to the carburettor body.

Remove spring, retaining float lever fulcrum pin in position.

Lift out fulcrum lever noting that the fulcrum lever is marked TOP to ensure correct assembly. Clean out float chamber.

When replacing the float chamber ensure that it fits up against its joint in the carburettor top body.

Operate the fuel pump priming lever to fill the carburettor and inspect float chamber to carburettor body plastic tube connections for fuel leakage. This can be done by holding a mirror under the carburettor.

If necessary the accelerator pump can be drained by loosening the four brass screws that hold the accelerator pump cover to the carburettor body. This will allow