

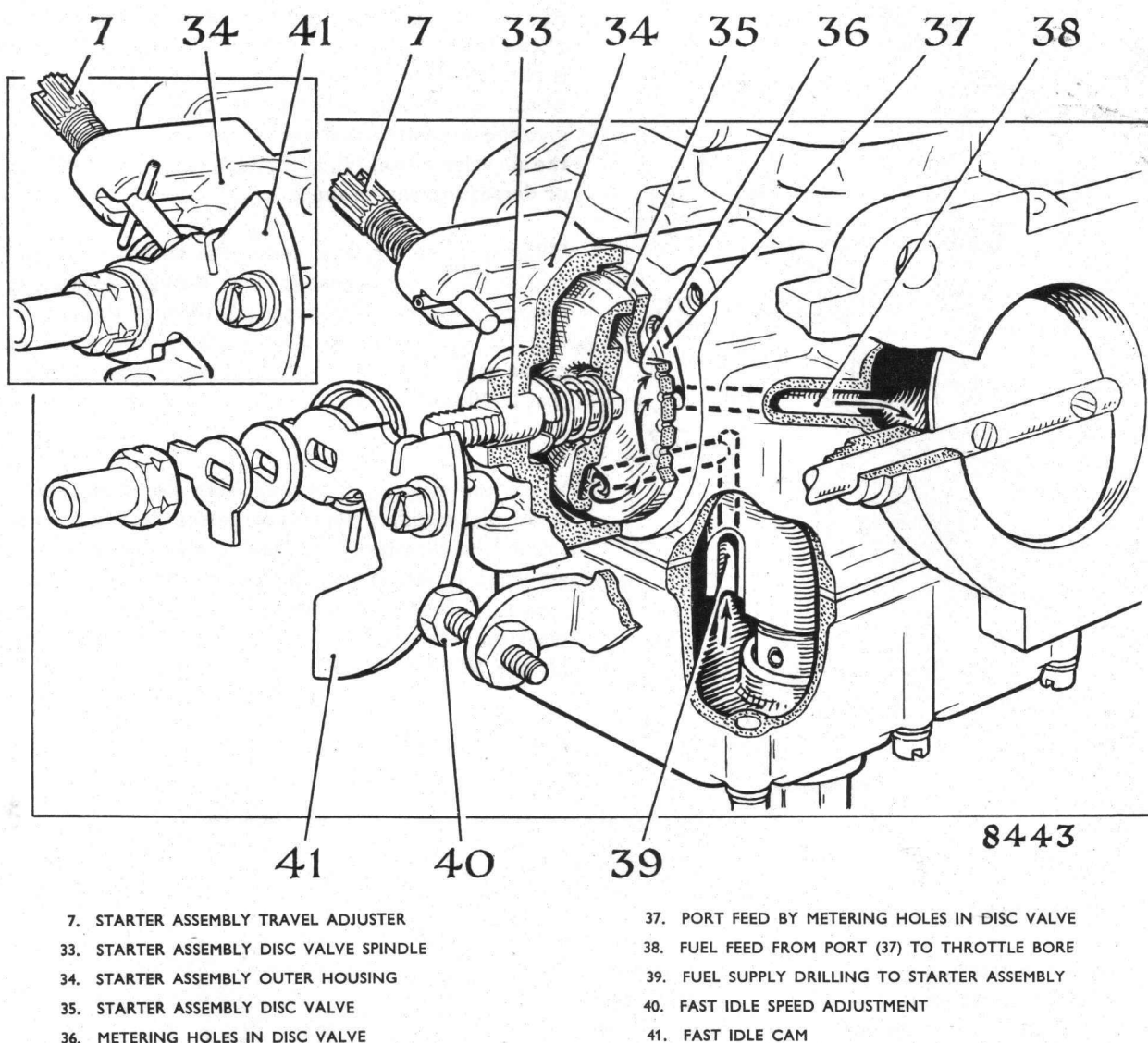


Fig. 3. Starting operation—inset shows normal position of stop (7)

a hole ending at throttle spindle level between the throttle and air valve piston.

When the choke control is pulled out to its full extent, the fast idle cam opens the throttle to the cold start position and the disc valve turns so that three, or four, of its small metering holes (36) can allow fuel to pass from the fuel feed hole (39) to the throttle bore by the drilling (38). Then, while the engine is turned by the starter, fuel is metered through the disc valve metering holes, in addition to that drawn from the jet orifice (24). Directly the engine starts the air valve piston (9) rises sufficiently to provide the air needed to keep the engine running.

The two position stop (7) is used to allow either three, or four, metering holes to supply the extra starting fuel controlled by the disc valve. For most conditions only three metering holes are needed and the stop (7) is put in the position shown in Fig. 3 inset. For very cold conditions around -23°C . (-10°F .) the stop (7) is put in its alternative position shown in Fig. 3 to allow all four metering holes to be used.

As the choke control is pushed back, the number of holes metering fuel through the disc valve decreases and when the choke control is pushed back fully the fuel supply (39) to the disc valve is blanked off so that no fuel passes to the throttle bore.