6. Check that fuel is not flooding over from the top of the jet due to a fault or dirt in the needle valve and seat, or incorrect adjustment of the float position.

7. Check the "O" ring (23) between the jet (24) and jet bushing (11) is not missing and that it makes a good seal between these items.

8. Check that the diaphragm (3) is not damaged and that it is correctly fitted at its inner and outer edges.

Faulty slow running

1. Check that either air valve piston is not sticking and that each piston falls freely onto the carburettor body.

2. Make sure that flooding is not occurring in either carburettor.

3. Adjust the slow running and synchronise the carburettors as described under "ADJUSTMENTS".

Insufficient top speed (See Fig. 1)

1. Check that both throttles are opening fully when the accelerator pedal is fully depressed by a person sitting in the driver's seat.

2. Check that both air valve pistons (9) move freely to the full extent of their travel, and that their needles (21) are correctly positioned in the pistons. The needle shoulder should be flush with the bottom of the piston.

3. Check condition of each diaphragm (3). If this item is defective or not fitted correctly it will allow air leakage into the depression chamber (31) and this will prevent the air valve piston and needle from rising correctly as the throttle is partly or fully opened.

4. Ensure that the correct needles are fitted, as specified in the General Data Section under "Fuel System".

5. Check that the carburettors are correctly synchronised and that the slow running is not set too weak. Incorrect setting of the jet adjustments affects the entire throttle operating range.

Flat spot at small throttle opening

1. Check that the slow running adjustment is not too weak and that the carburettors are correctly synchronised.

2. Check that the vacuum advance pipe system and diaphragm in the distributor vacuum advance are free from air leaks. Should an air leak exist in the vacuum advance system the normal fuel/air mixture ratio will be weakened by extra air as the engine speed is increased from idling.

Poor acceleration (See Fig. 1)

1. Check that the piston spindle bore, in which the hydraulic damper operates is filled with clean engine oil. Very low viscosity oils such as 5W/20 must not be used for this purpose.

2. After filling with clean engine oil check that the air valve piston (9) offers resistance to upward movement when lifted with a finger.

Difficult starting from cold (See Figs. 1 and 3)

1. Check that control is moving the cam (41) on the end of the starting shaft over the whole of its operating range, when the control is pulled out fully.

2. Check that the throttle is being opened to its fast idle position when the choke control is pulled fully out. See "Fast idle speed for cold starting" under "ADJUSTMENTS".

3. Check that the needles (21) are positioned correctly in the piston (9). See "Needle position" under ADJUSTMENTS.

4. Check that both starter assembly cams are against their back stops when the choke control is pushed down fully, and that in this position the interconnecting joint bolts are tight. This ensures that both starter assemblies operate together when the choke control is used.

5. Under very cold starting conditions, —23°C. (—10°F.) check that the starter device travel adjustment (7) is in its fully raised position where it allows maximum movement of starter devices. See Fig. 3.