

Starter assembly interconnection

This adjustment must always be made when the carburettors are refitted, after they have been removed and separated.

To make this adjustment:—

1. Release the clamping bolt on one of the interconnections between the starter assemblies.
2. Check that the choke control is correctly adjusted and pushed down as far as possible. In this position the cam on the rear carburettor should rest against its back stop on the carburettor body.
3. Check that the cam on the front carburettor is against its back stop and tighten the interconnection bolt.

Starter assembly travel stop

The normal position for this stop is shown in Fig. 3 inset. Under very cold starting conditions around and below -23°C . (-10°F .) the stop can be pushed down slightly and turned quarter of a turn to the alternative position shown in Fig. 3. This allows the starter assemblies to supply additional fuel for cold starting as described under OPERATION—starting.

Choke control (See Fig. 10)

The choke control securing set screw, on the cam (41), should be tightened when the choke control is about $\frac{1}{8}$ in. (3 mm.) from its normal fully down position. This ensures that the cam (41) rests against its stop when the control is moved fully down.

Fast idle speed for cold starting

This adjustment ensures that the engine runs up to a suitable speed, directly it fires, when the choke control is pulled up fully.

The correct fast idle throttle opening clearance is given in the General Data Section under "Fuel System" and has been obtained by actual cold room starting tests. This amount of opening must be obtained when making this adjustment to overcome a complaint of difficult cold starting under adverse operating conditions.

Two method of adjustment are possible and either method is carried out on the front carburettor only, as the throttles and starter bars of both carburettors are interconnected.

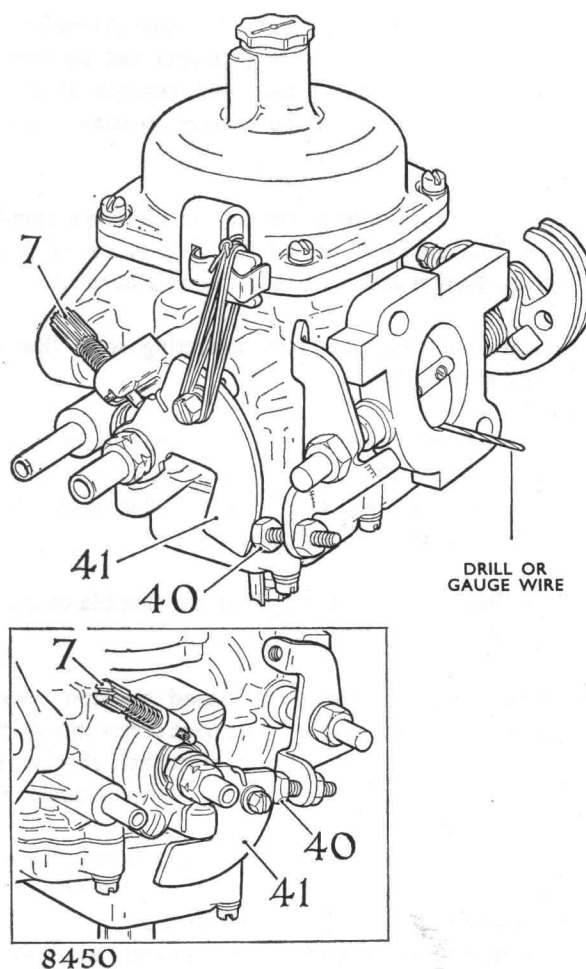


Fig. 10. Setting throttle gap for cold starting

Method 1. With carburettors on engine (See Fig. 10 inset)

1. Remove air cleaner assembly from the carburettors. Also remove the oil cooler unit fixing bolts to allow the oil cooler to be moved out of the way without disconnecting the two flexible pipes that are connected to it.
2. Ensure that the carburettors are properly synchronised and that the slow running speed is set correctly with the choke control pushed down fully.
3. With the choke control in this position, adjust the bolt stop (40) so that there is a clearance of .012 ins. (.3 mm.) between the bolt head (40) and cam (41) when the bolt lock nut is tightened.