

1. Check that the needle shoulder is flush with the underside of the air valve piston.
2. Slacken the jet bushing retaining screw (18) three flats (half a turn) with a  $\frac{3}{4}$  in. A.F. spanner
3. Screw up the jet adjustment screw (17) as far as possible.
4. Give the retaining screw (18) a sharp tap, with the spanner head, on one of its hexagon sides. This assists the jet and its bushing to centralise around the needle, and usually allows the air valve piston to fall freely at the first attempt to position the jet. Tighten the jet retaining screw (18).
5. Adjust the jet adjustment (17) so that the top of the jet (24) is level with its bushing (11). In this position the air valve piston (9) should fall freely onto the carburettor body, when it is lifted and released. Finally adjust the jet adjustment to obtain correct idling.

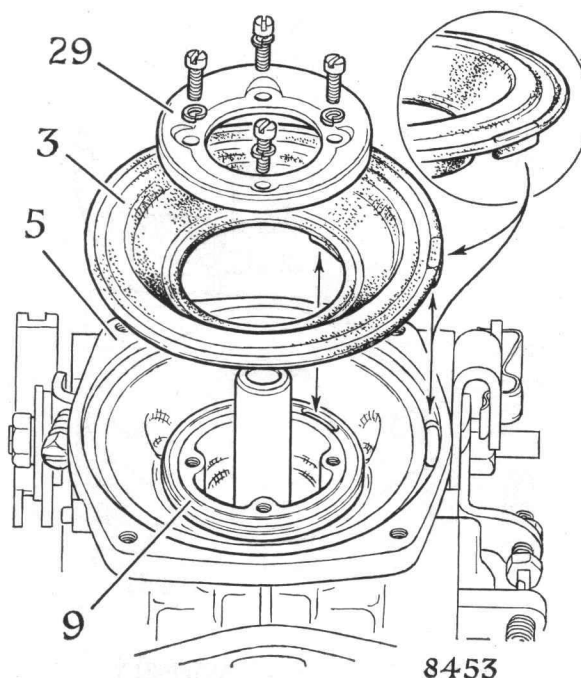


Fig. 13. Diaphragm location

### Full throttle position and accelerator pedal position

The throttle cable adjustment above the rear carburettor throttle lever should be set so that correct idling is obtained when the accelerator pedal is released, and full throttle opening only just obtained when the accelerator pedal is held firmly onto the floor covering by foot pressure.

This will prevent overloading of the throttle operating cable when the accelerator pedal is fully depressed.

### SERVICING

The following information is given for general guidance. A fully exploded view is shown in Fig. 14.

#### Hydraulic damper (See Fig. 1)

The air valve piston spindle bore (2) in which the damper (1) fits should be filled with clean engine oil. Very low viscosity oils such as 5W/20 must not be used for this purpose.

When acting correctly the hydraulic damper should cause the air valve piston to offer resistance to upward movement when lifted with a finger. On the downward movement the air valve piston should fall freely without any resistance.

If the hydraulic damper does not function correctly after cleaning out the air valve piston spindle bore, cleaning the damper and refilling with the correct grade of oil, it should be replaced.

#### Diaphragm—to renew (See Fig. 13)

The diaphragm (3) can be renewed without removing the carburettor(s) from the engine by removing the depression chamber cover screws and cover, lifting out the air valve piston, and removing the screws holding the diaphragm retaining ring (29) to the air valve piston.

When fitting the new diaphragm its locating tabs must locate in the locating positions provided in the carburettor body and air valve piston upper end. These positions are shown by arrowheads in Fig. 13.

The diaphragm retaining ring requires very careful replacement because it is easy to misplace the diaphragm from its correct position on the air valve piston.