

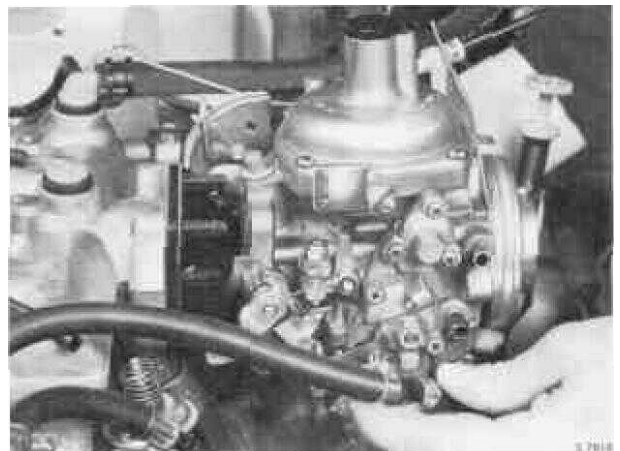
Carburettor

Single carburettor (Stromberg)		Checking the modulator valve and hose (Pierburg)	231-27
Removal	231-1	Float chamber vent valve	231-28
Dismantling	231-2	Idlingshut-off	231-30
Cleaning	231-3	Engine run-on	231-31
Assembly	231-4	Checking and adjusting	
Refitting	231-7	Choke (twin carburettors)	231-31
Twin carburettors (Stromberg)		Choke control (Pierburg)	231-32
Removal	231-8	Fast idling (Pierburg)	231-33
Dismantling	231-9	Choke (Pierburg)	231-33
Cleaning and assembly	231-11	Basic setting of needle (Stromberg)	231-34
Refitting	231-12	Checking the needle (Pierburg)	231-35
Single carburettor (Pierburg)		Synchronization of twin carburettors	231-35
Removal	231-13	CO setting (Stromberg)	231-36
Dismantling	231-15	COsetting (Pierburg)	231-40
Cleaning	231-16	Fault diagnosis-high CO value	231-43
Assembly	231-16	Adjustingscrews (twin carburettors)	231-44
Refitting	231-19	Choke	231-45
Changing the adjusting screw in the vacuum piston (Stromberg)	231-20	Vapourtrap	231-47
Checking and replenishing damper oil	231-22		
Changing the jet	231-23		
Basic setting of metering needle	231-24		
Temperature compensator (Stromberg)	231-25		
Choke modulator (Stromberg)	231-27		

Single-carburettor (Stromberg)

Removal

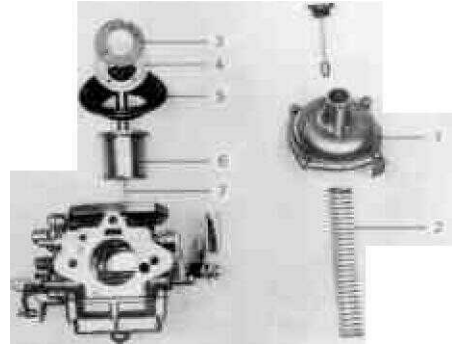
- 1 Disconnect the inlet hose from the carburettor.
- 2 Disconnect the fuel line, throttle and choke control cables and vacuum hose to the distributor.
- 3 Remove the screw for the dipstick tube.
- 4 Back off the four retaining nuts and lift off the carburettor.



Dismantling

Tools: Adjusting tool 8393035

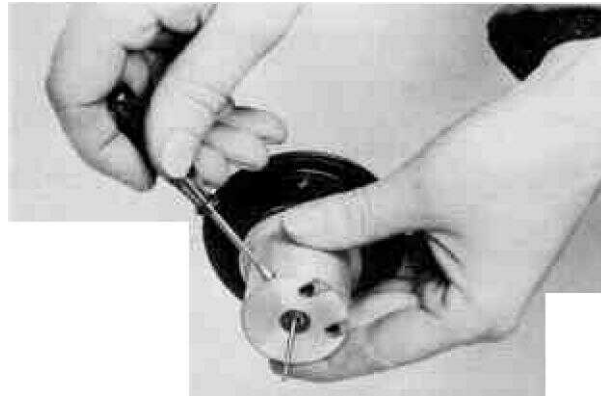
- 1 Remove the vacuum chamber cover (1) and spring (2).
- 2 Remove the piston (6) with the diaphragm (5).



Carburettor

- 1 Vacuum chamber cover
- 2 Spring
- 3 Metal retaining ring
- 4 Plastic washer
- 5 Diaphragm
- 6 Vacuum piston
- 7 Metering needle

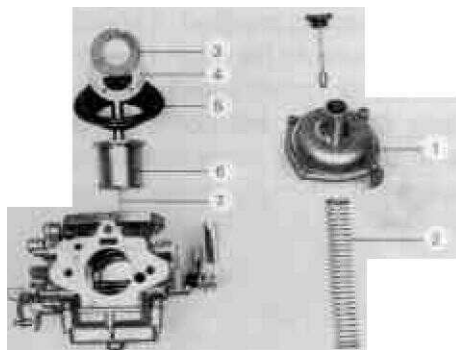
- 3 Remove the needle as follows:
 - a Slacken the setscrew.



- b Turn ~~the~~ adjusting screw counter-clockwise, using tool 83 93 035, until the needle is free. Backoff the setscrew until it is clear of the needle shoulder, then remove the needle.



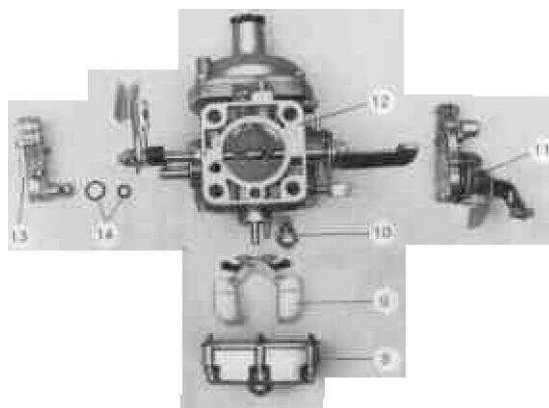
- Remove the screws, retaining ring (3), plastic washer (4) and diaphragm (5).



Carburettor

- Vacuum chamber cover
- Spring
- Metal retaining ring
- Plastic washer
- Diaphragm
- Vacuum piston
- Metering needle

- Remove the float chamber (8).
- Carefully disengage the float spindle from the retaining clips and remove the float (9).
- Remove the float valve (10) and washer.
- Remove the cold start mechanism (11).
- Remove the temperature compensator (13) and the rubber gaskets (14).



- Float chamber
- Float
- Float valve
- Cold start assembly
- Carburettor body
- Temperature compensator
- Rubber gaskets

Cleaning

Wash the carburettor parts in paraffin.

Caution

The diaphragm should only be cleaned with paraffin.

Avoid using volatile cleaning agents such as trichloroethylene.

Check that the diaphragm is in good condition. If the diaphragm is cracked, it should be replaced. Check the needle for wear; bent or worn needles should be replaced. Check that the contact and sealing surfaces are not damaged. Clean the hole in the choke valve disc by means of compressed air. Clean the temperature compensator and check that the valve moves freely.

Refer to the separate sections on the needle-adjusting screw, jet, temperature compensator and float-chamber ventilation.

Assembly

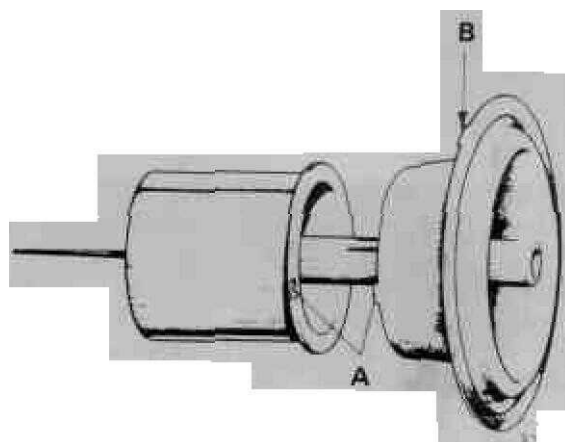
Tools: Adjusting tool 83 93 035
Vernier calliper

- 1 Fit the diaphragm on the vacuum piston so that the inner locating tab engages the corresponding slot in the piston (A).

Note

If, after having been allowed to dry for a while, the diaphragm is still so distended that it will not fit into the piston, renew it. A distended diaphragm will usually revert to its original form after a while.

Place the plastic washer (4) and retaining ring (3) carefully in position, lining up the screw holes with those in the piston and diaphragm, without turning the ring, and matching the notches in the ring with the tab on the diaphragm.



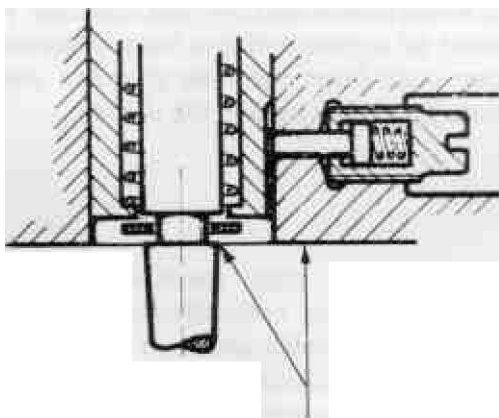
A Inner tab and matching slot in vacuum piston
B Outer tab to match slot in carburettor body.

2 Fit the needle as follows:

- a Insert the spring housing of the needle into the vacuum piston. Screw in the setscrew until the spring-loaded pin drops into the groove in the side of the spring housing.
- b Screw the spring housing onto the adjuster by turning the adjuster with Alien-key tool 83 93035.
- c Adjust the position of the needle, which is correct when the needle shoulder is flush with the bottom of the piston.
- d Tighten the setscrew.



This position is the basic setting for subsequent CO adjustment.



Needle shoulder flush with bottom of piston

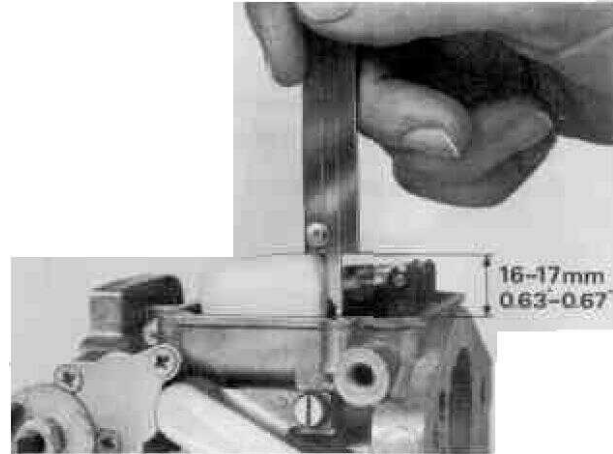
- 3 Install the piston complete with diaphragm and spring in the carburettor body. Make sure that the outer tab on the diaphragm engages the matching slot in the carburettor body. Place the vacuum chamber cover carefully in position, aligning the marks. The groove and locating rim should be a good fit; if not fit a new part. Tighten the screws.
- 4 Fit the float valve and washer, and assemble the float and spindle. The flat side of the float faces away from the carburettor body.

5 Check the float level as follows:

- a To check the float level the carburettor must be removed from the engine and inverted with the float chamber and gasket off.
- b For the level to be correct the highest point of the float should be 16-17 mm {0.63-0.67 in} above the flange of the carburettor body (gasket removed) when the float valve is closed. If the level is not correct, adjust by bending the end tab at the float valve.

Note

Do not bend the arm between the float and the spindle.



- 6 Fit a new gasket and the float chamber. First insert all screws and give them a few turns, then push down the float chamber until it butts firmly and tighten the screws.

- 7 Fit the cold start mechanism. If the mechanism has been dismantled, fit the choke disc, spindle and cam lever as illustrated. The calibrated holes should face away from the cable linkage.



- 8 Check the setting of the temperature compensator and that it operates freely (see section "temperature compensator") and mount it together with the rubber gaskets.

To refit

- 1 Fit the inlet manifold gasket.
- 2 Fit the carburettor into the inlet manifold.
- 3 Connect the fuel line, throttle cable and choke cable, and the vacuum hose to the distributor.
- 4 Fit the dipstick tube mounting bolts.
- 5 Connect the inlet hose to the carburettor.
- 6 Fill the damper cylinder with oil: the oil level should be within 10mm (0.394 in) of the top of the damper cylinder.
- 7 Set the idling speed and CO content