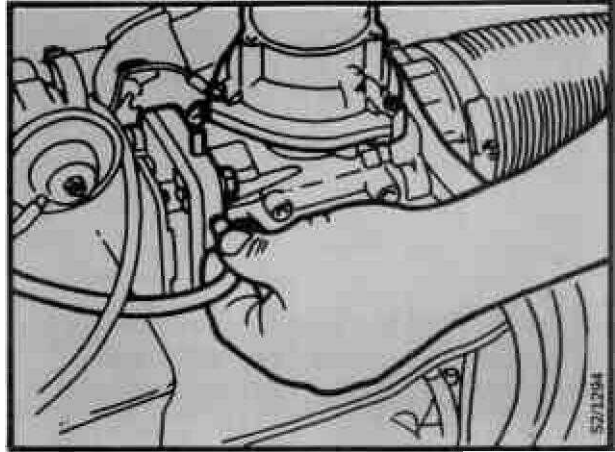


# Single carburettor (Pierburg)

## To remove

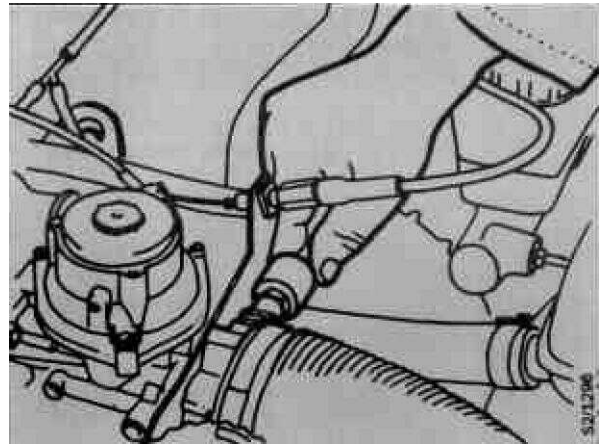
Disconnect the positive (+) lead from the battery.

- 1 Disconnect the hoses to the EGR valve and distributor.



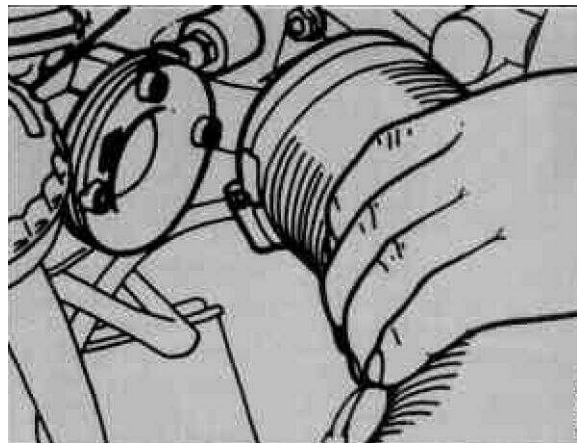
- 2 Disconnect the earth lead from the top of the carburettor.

- 3 Disconnect the electrical lead from the float chamber ventilation shut-off valve.

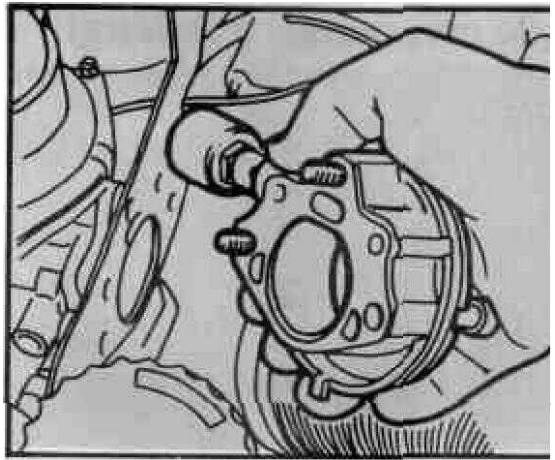


- 4 Disconnect the accelerator and choke cables.

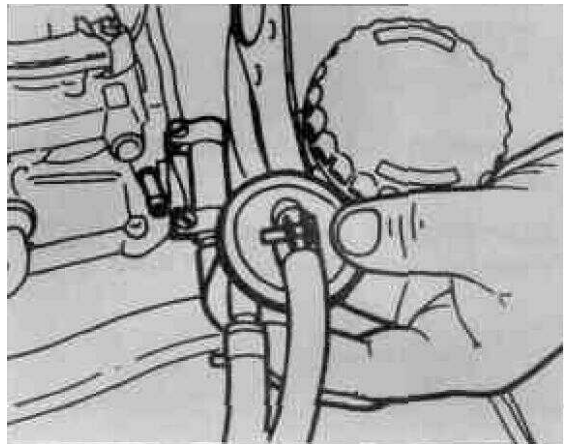
- 5 Disconnect the inlet hose from the carburettor flange.



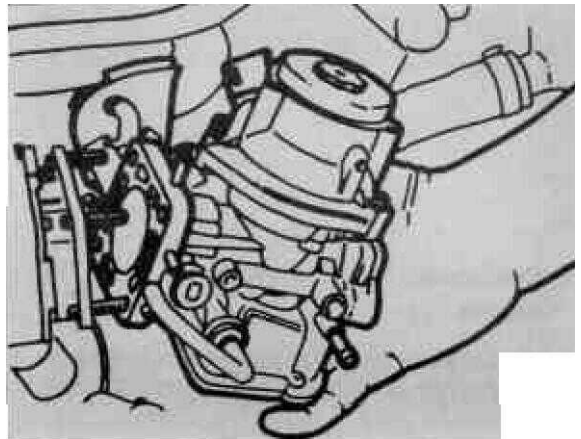
6 Remove the flange and the gaskets.



7 Remove the fuel hose from the carburettor, complete with vapour trap and clamp.

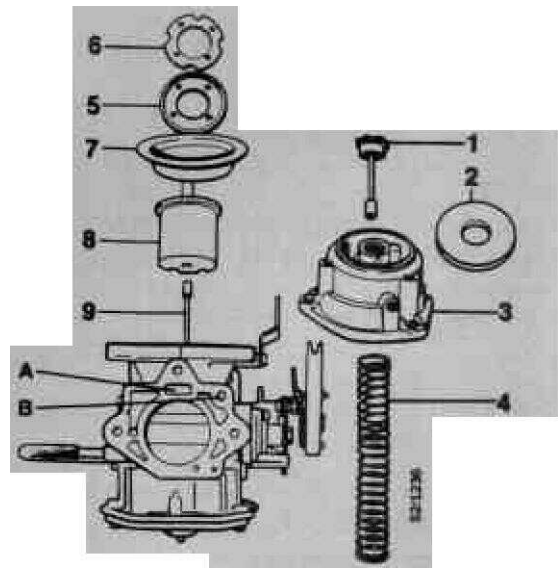


8 Unbolt the carburettor from the flange on the inlet manifold.



# Todismantle

- 1 Remove the damper piston (1) and the cover (2).
- 2 Remove the carburettor cover (3) and the spring (4).
- 3 Remove the vacuum piston (8) and diaphragm (7).
- 4 Release the setscrew and remove the needle (9) from the piston.
- 5 Remove the diaphragm (7) from the piston (8) by removing the screws, the retaining ring (5) and the plastic washer (6).

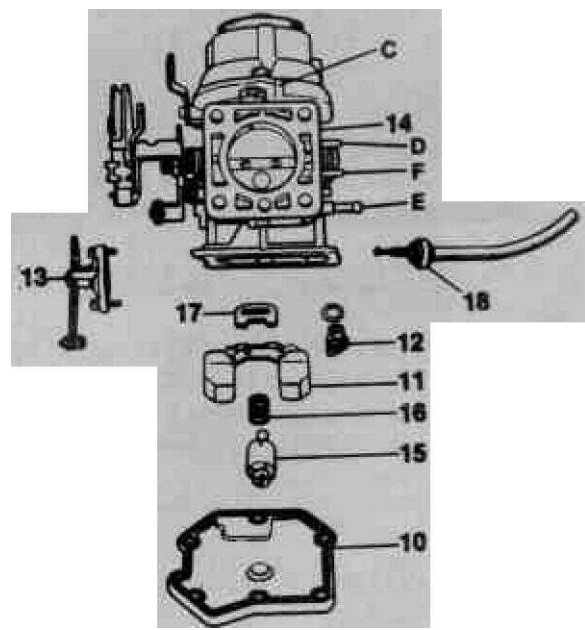


## Carburettor

- |                        |                  |
|------------------------|------------------|
| 1 Damper piston        | 6 Plastic washer |
| 2 Cover                | 7 Diaphragm      |
| 3 Carburettor cover    | 8 Piston         |
| 4 Spring               | 9 Needle         |
| 5 Metal retaining ring |                  |

- A Passage under vacuum piston  
 B Float chamber vent passage

- 6 Remove the float chamber cover (10).
- 7 Remove the jet (15) and the spring (16).
- 8 Remove the plastic bracket (17) for the float, and then remove the float (11).
- 9 Remove the float valve (12) and the washer.
- 10 Remove the choke (13).
- 11 Remove the modulator valve (18).



- |                        |                    |
|------------------------|--------------------|
| 10 Float chamber cover | 15 Jet             |
| 11 Float               | 16 Jet spring      |
| 12 Float valve         | 17 Plastic bracket |
| 13 Choke mechanism     | 18 Modulator valve |
| 14 Carburettor body    |                    |

- C Signal outlet for distributor  
 D Signal outlet for EGR  
 E Fuel inlet spigot  
 F Modulator valve spigot

## To clean

Wash the carburettor components in paraffin (kerosine).

### Note

Clean the diaphragm in paraffin (kerosine) only. Do not use highly-volatile cleaning agents such as trichloroethylene.

Check that the diaphragm is in good condition. If it has split, fit a new one.

Check the needle for wear and replace it if it is bent or worn. Check that all contact and sealing surfaces are undamaged.

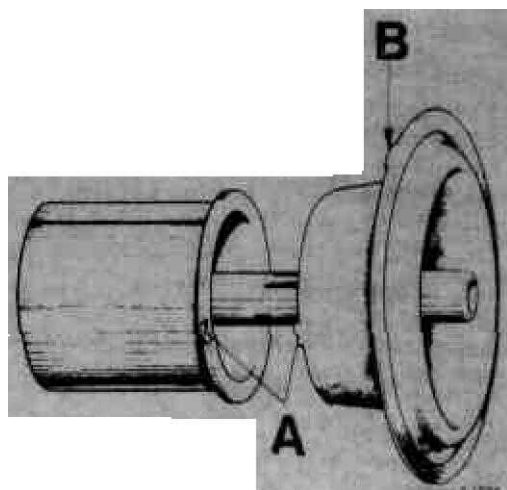
Check that the choke disc and corresponding sealing surface on the carburettor body are not scratched. Clean the holes in the choke disc with compressed air.

## To assemble

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

### Note

If, after drying for a while, the diaphragm is still so distended that it will not fit into the slot, renew it. A distended diaphragm will usually revert to its normal shape after being allowed to dry for a while.



Place the plastic washer and metal retaining ring in position so that the screw holes are in line with those in the piston and diaphragm, without twisting the ring, and with the notch matching the tab on the diaphragm. Fit and tighten the screws.

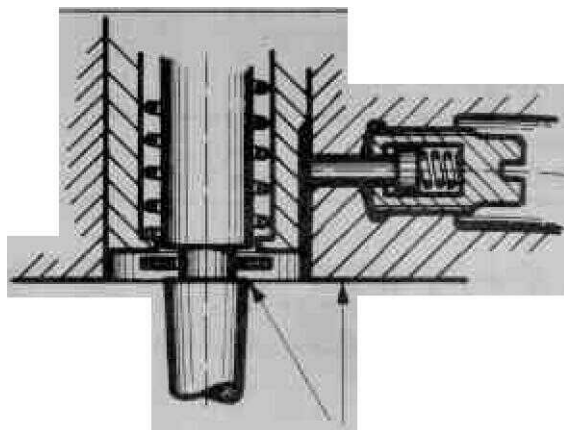
- A Innertab and matching slot in vacuum piston  
B Outer tab to match slot in carburettor body

2 Fit the needle as follows:

- a Insert the spring housing of the needle into the vacuum piston, with the flat surface facing the setscrew.

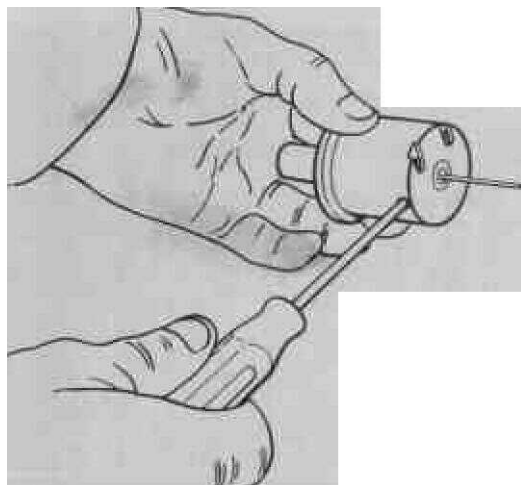


- b Adjust the needle so that the shoulder is flush with the bottom of the piston.

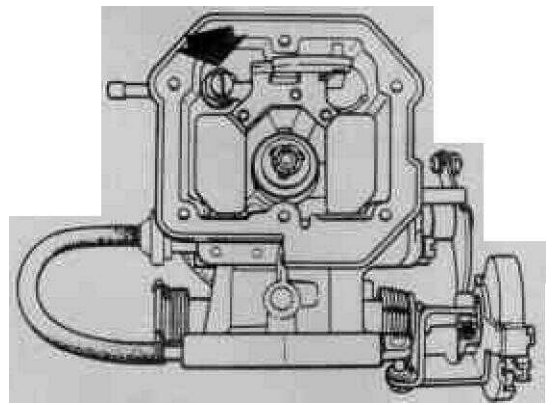


*Needle should flush with bottom of piston*

- c Tighten the setscrew.



Fit the float valve and washer and the float and spindle. Make sure that the adjusting tab on the float is inserted under the locking needle of the float valve. Fit the plastic bracket.



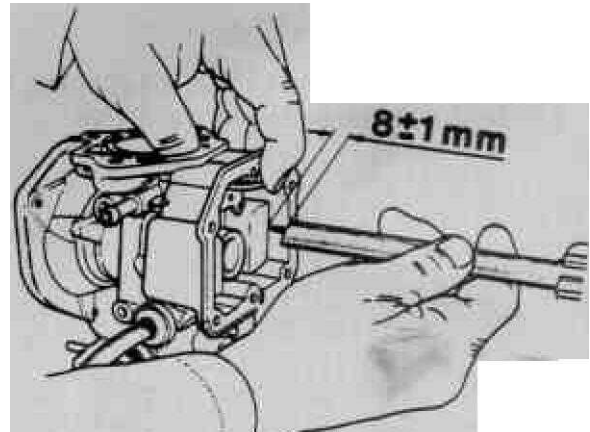
#### 4 Check/adjust the float level

Press down on the plastic bracket to position the float correctly. Tilt the carburettor (approx.  $10^\circ$ ) until the float arm just touches the ball on the needle valve.

#### Note

The ball must not be pressed home.

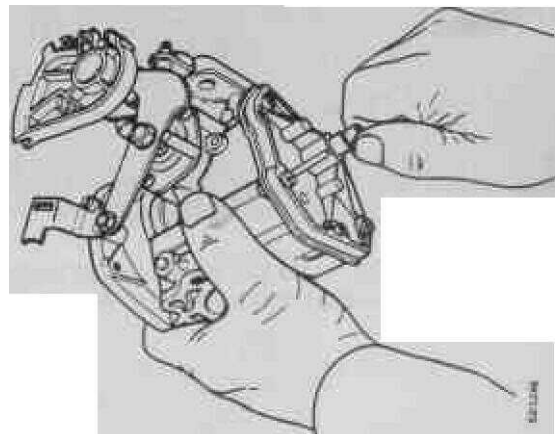
Measure the float height to the gasket face. Adjust the height, as necessary, to the correct value of  $8 \pm 1\text{ mm}$  by bending the tab at the needle valve.



5 Fit the jet spring and the jet.

6 Fit the float chamber cover.

7 Carry out basic setting of the fuel jet.

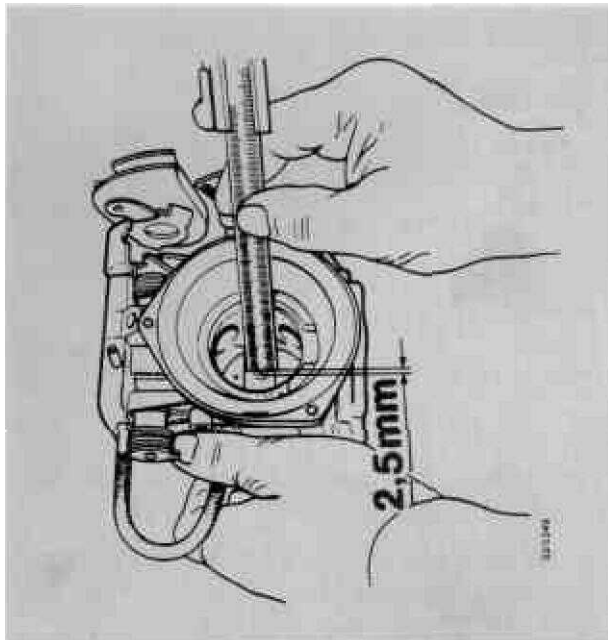


Adjust the height by means of the adjusting screw on the float chamber cover. The jet should be 2,5 mm (0.098 in) below the face of the jet bridge (at 20°C;68°F).

### Note

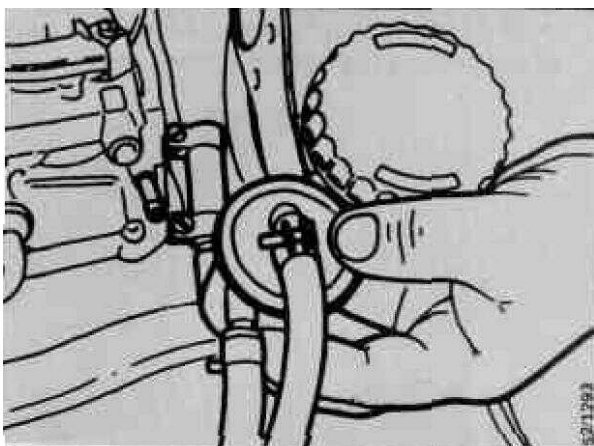
Take care not to press down on the spring-loaded jet with the calliper, as this will affect the readings.

- 8 Fit the piston, with the diaphragm and spring, into the carburettor body. Make sure that the tab on the diaphragm fits into the corresponding slot in the carburettor body. Fit the carburettor cover in position as indicated by the marks, and tighten it.
- 9 Fit the cover and the damper piston.
- 10 Fit the modulator valve.
- 11 Fit the choke.



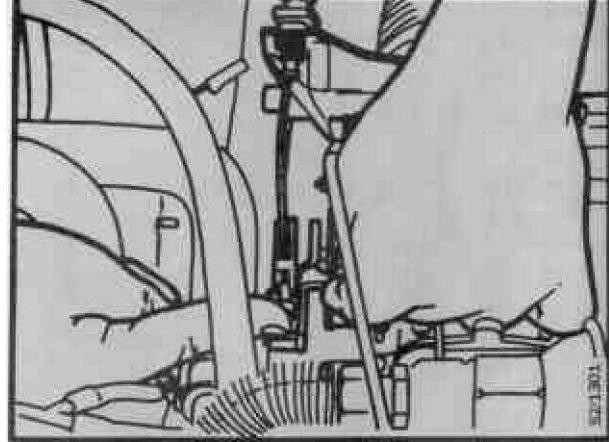
### To refit

- 1 Fit the carburettor to the rubber of the inlet manifold.
- 2 Connect the fuel hose to the carburettor and fit the vapour trap and clamp.



- 3 Fit the flange to the carburettor.
- 4 Connect the inlet hose to the carburettor.

5 Fit the throttle and choke cables.



6 Connect the electrical lead to the float chamber ventilation shut-off valve.

7 Fit the earth lead to the top of the carburetor.

8 Connect the hoses for the EGR valve and distributor.

9 Fill the damper cylinder with oil.

10 Run the engine until it reaches normal operating temperature and then adjust the CO setting, idling speed and fast idling speed.