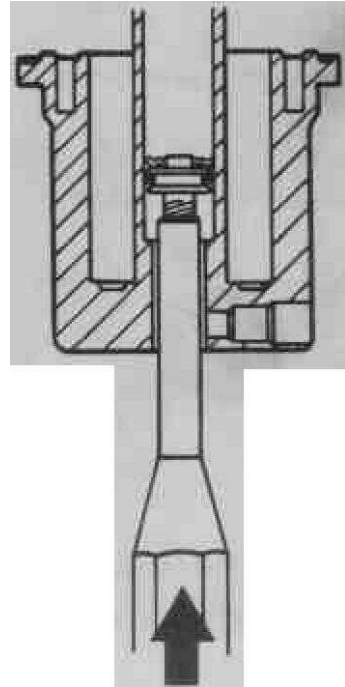


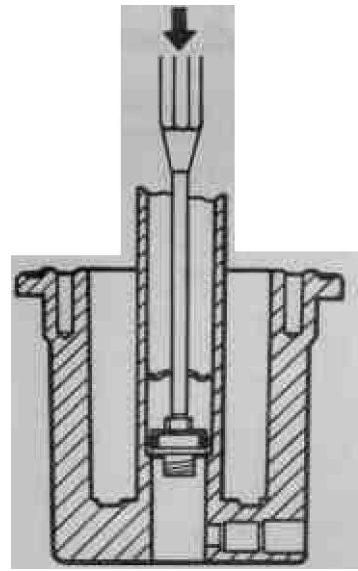
Changing the adjusting screw in the vacuum piston (Stromberg)

Removal (vacuum piston **with needle removed**)

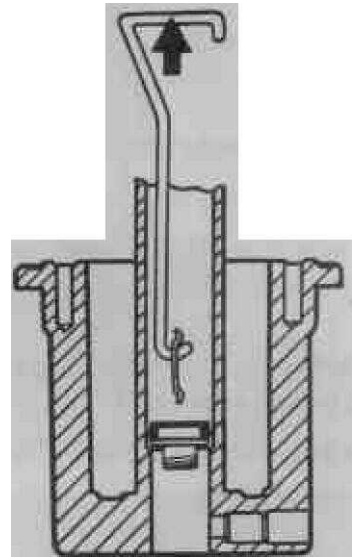
- 1 Using a drift, press out the adjusting screw until it protrudes a few centimetres (an inch or so) beyond the bottom of the piston.



2 Press in the adjusting screw again.



3 Rock the retaining washer to loosen it and then remove it by means of a bent piece of wire. The adjusting screw can now be removed.



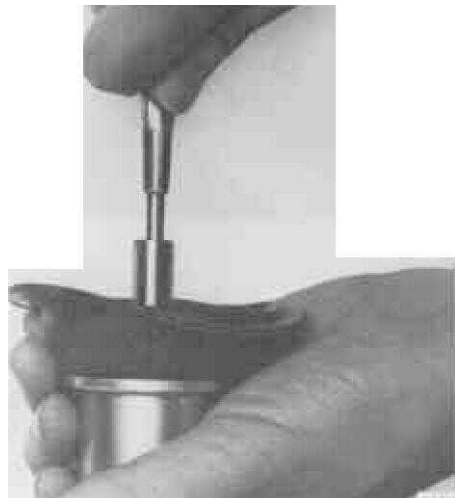
Refining

1 Using a drift, press the adjusting screw with 'O' ring into the piston.

NOTE

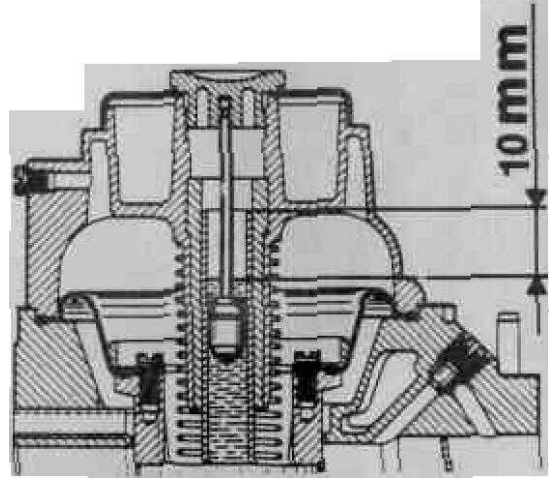
Grease the 'O' ring with Vaseline or the equivalent to prevent the ring from being damaged on fitting by any scoring on the cylinder bore.

2 Press a new retaining washer into the damper cylinder using a drift.



To check and top up the oil in the damper cylinder

Check the oil level, which should be 10 mm (0.04 in) below the top of the cylinder. Top up, as necessary, using automatic transmission oil.



Pierburg carburettor

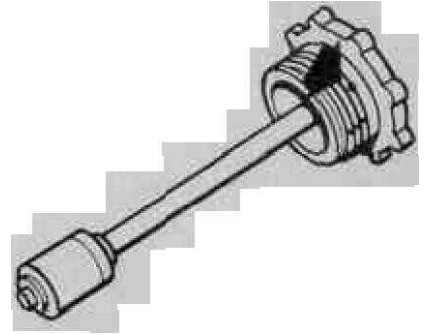
To check the damper piston

Check for damage and wear.

Check the axial play of the damper piston, which should be between 0.5 mm and 1,5 mm (0.02 - 0.06 in).

In case of any defect, replace the entire damper piston and oil cap assembly.

Check that the vent hole in the oil cap is open.



Changing the jet

Stromberg

Tools: Drift 83 92 789

The jet is press-fitted in the carburettor body and should not be moved from the specified position. However, the jet can be changed using tool 83 92 789 as follows.

- 1 Remove the carburettor and then take off the vacuum chamber cover and remove the vacuum piston and float chamber cover. ,
- 2 Tap out the jet using tool 83 92 789.

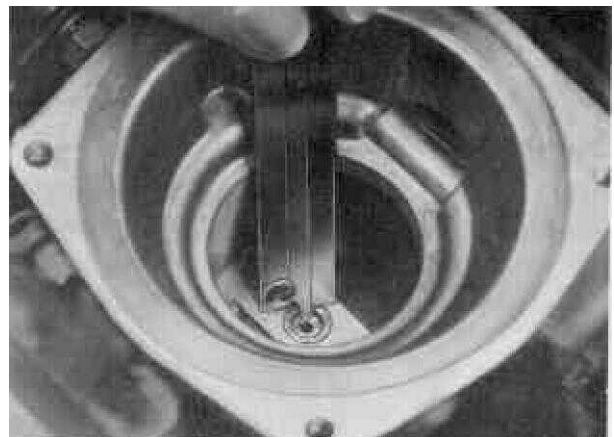


- 3 Using the tool, tap in the new jet from the float chamber side, using drift 8392789, until the distance of the jet below the level of the bridge in the carburettor body is as follows:

Single carburetors: $2,5 \pm 0,1$ mm
(0.0984 ± 0.0039 in)

Twin carburetors: $2,3 \pm 0,1$ mm
{ 0.0906 ± 0.0039 in)

If you happen to tap the jet in too far, it can be tapped back from above using the same tool.



Caution

Avoid resting any type of measuring tool against the upper, inner surface of the jet when tapping it into position. Even the slightest deformation in the surface can affect the jet orifice.

Pierburg

To remove

- 1 Remove the carburettor from the car and then remove the damper piston and carburettor cover.
- 2 Empty all fuel from the carburettor.
- 3 Remove the float chamber cover.
- 4 Remove the jet and the return spring.

Tom

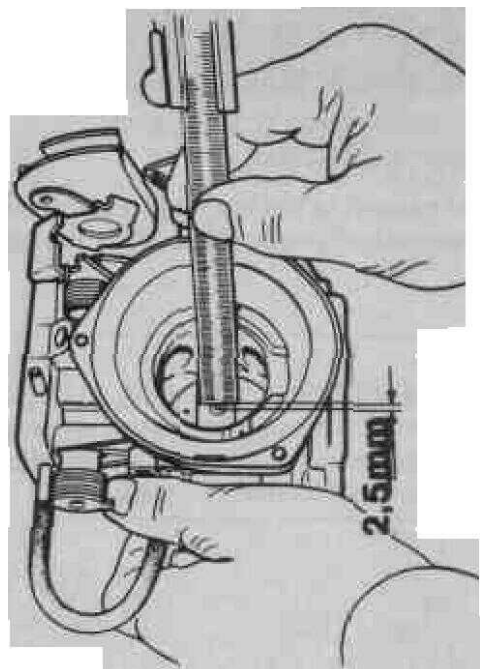
- 1 Fit the return spring and the new jet.
- 2 Refit the float chamber cover complete with gasket.
- 3 Adjust the height of the jet (see below).
- 4 Fit the carburettor cover and damper piston.
- 5 Refit the carburettor.

Basic fuel-jet setting (Pierburg)

When measuring, remember that the jet is spring-loaded.

Adjust the height by means of the adjusting screw in the float chamber cover.

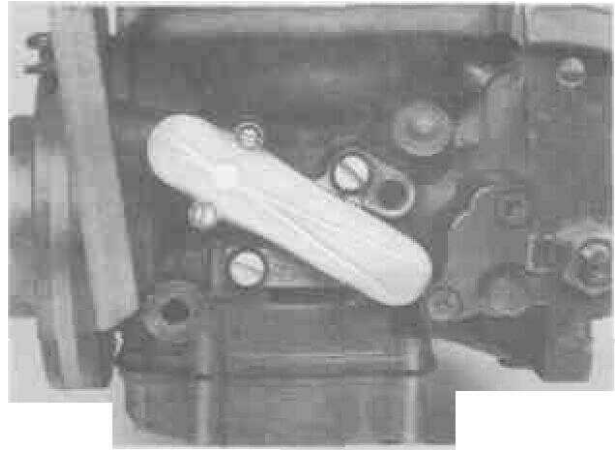
The jet should be set 2,5 mm (0.098 in) below the face of the bridge in the carburettor body.



Temperature compensator (Stromberg)

The temperature compensator serves to maintain a constant fuel/air mixture, regardless of the ambient carburettor temperature. The temperature compensator valve is governed by a bi-metallic strip **which**, on heating, opens an air passage past the vacuum piston. The valve opens at around 20°C (68°F).

In the event of the idling speed dropping rapidly after prolonged idling, particularly in warm weather, check the operation of the temperature compensator by removing the plastic cover and pressing in the valve, whereupon the tickover should become less smooth. If the valve is stiff or sticks it can be adjusted, provided that it is not scratched or coated with deposits. Should this prove to be the case, fit a new valve.



Adjustment

Note

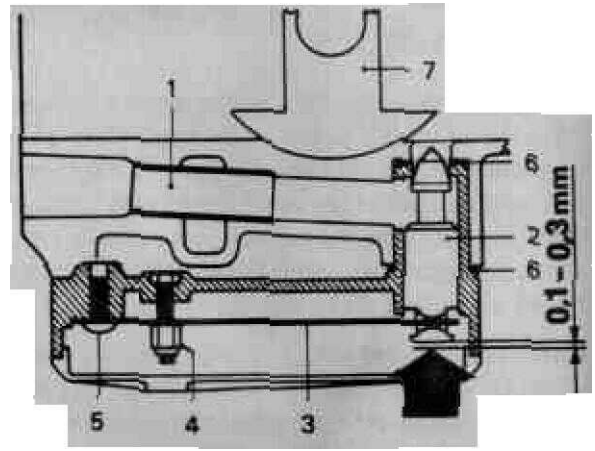
The temperature compensator is adjusted at the factory and should therefore not be tampered with unless absolutely necessary.

Back off the bi-metallic strip retaining screw slightly and centre the valve by pressing it towards its seating. Retighten the screw.

Setting

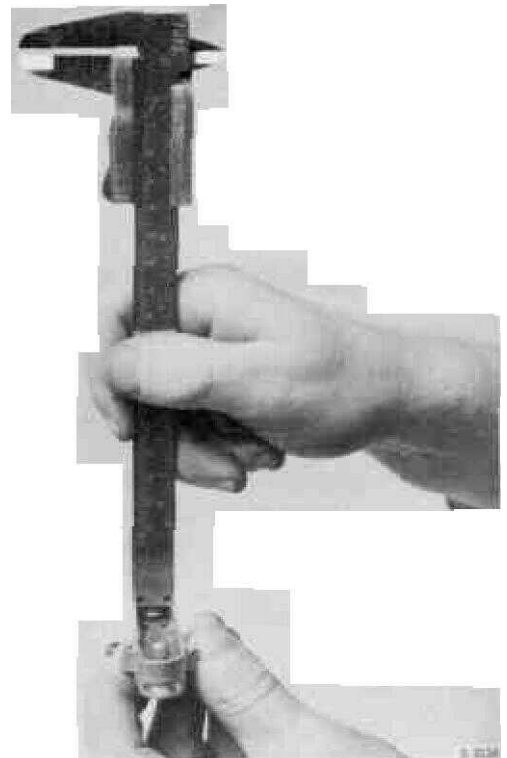
At 20°C (68°F) the valve should have opened 0,1-

0,3 mm (0.004-0.012 in). To check the setting, the temperature compensator should be removed from the carburettor and kept at a temperature of 20°C (68°F) until it has acquired this temperature. Setting is by means of the bi-metallic strip adjusting nut.



Temperature compensator

- 1 Air passage
- 2 Valve
- 3 Bi-metallic strip
- 4 Adjusting nut
- 5 Bi-metallic strip retaining screw
- 6 Seal
- 7 Jet bridge



Changing

Change the temperature compensator as a complete unit. To remove it, undo the two slotted screws.

Note

Both the outer and inner rubber gaskets must be exchanged.

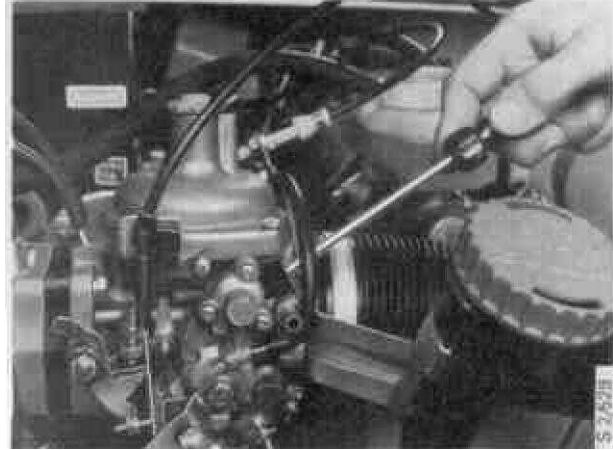
Choke modulator (Stromberg)

To check

- 1 Connect exhaust extraction equipment and a COmeter.
- 2 Start the engine and run it up to normal operating temperature.
- 3 Pull the choke control out to about one-third of its travel.
- 4 Use a finger or a piece of fabric tape to seal off the filter orifice in the choke modulator.

Note

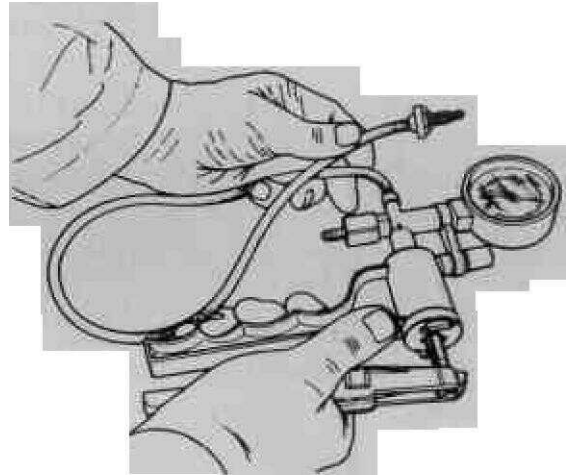
The filter orifice must be tightly sealed. If the choke modulator is working properly, the CO value will increase markedly.



To check the modulator valve and hose (Pierburg)

Suck at the valve and check that it opens and closes.

Check that the hose is intact and that it is still flexible and soft.

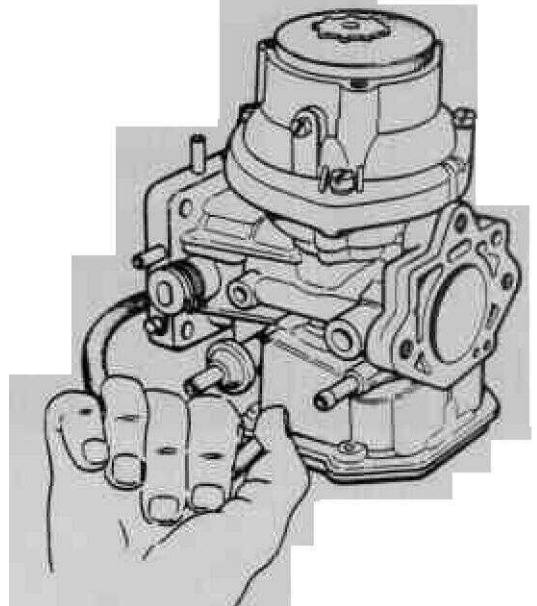


The valve can also be checked as follows when the CO content is checked.

Run the engine at fast idling speed.

Disconnect the hose from the valve and plug it, whereupon the CO valve should increase. Reconnect the hose, whereupon the CO valve should fall.

If there is no change in the CO content, fit a new valve or remove the valve and blow clean the passages with compressed air.



Float chamber vent valve

Checking and setting

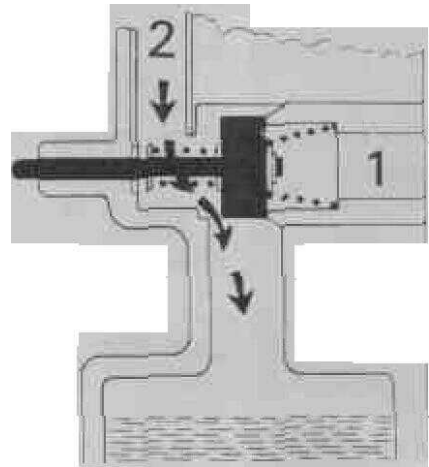
Stromberg

The valve should be set so that atmospheric air is drawn in through the connection to the air cleaner.

- 1 Connect a hose to the mouth of the atmospheric air pipe.
- 2 Blow down the hose. If the fuel pipe is not fitted and connected to the pump, the fuel inlet connection must be sealed off.



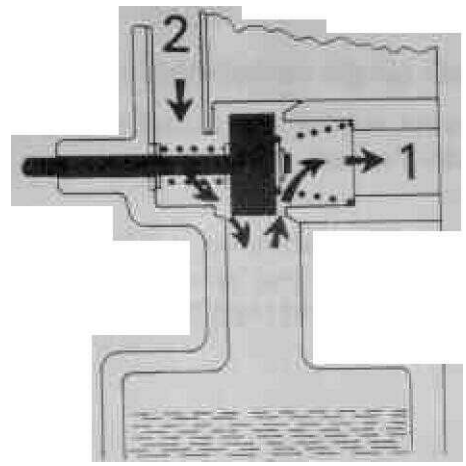
- a With the throttle fully closed it should not be possible to blow through the connection (as the float chamber is an enclosed space).



Throttle valve fully closed

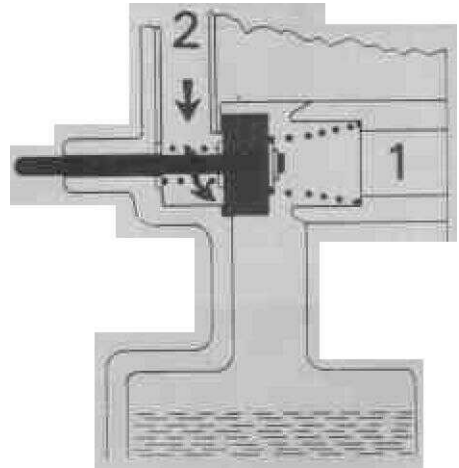
- 1 Air from air cleaner
- 2 Atmospheric air

- b If the throttle is opened 2-3 mm (0.08-0.112 in) (at the throttle stop) a passage will be opened for internal air flow, making it possible to blow through the connection.



Throttle valve open 2-3 mm (0.08 - 0.112 in)

- c If the throttle is opened a fraction more, the passage should close again.



Throttle valve open a fraction more,

- 3 Release the locknut and adjust the valve by rotating the setting screw. Use the procedure outlined in steps 2a and 2b.
- 4 The idling speed, CO setting and synchronization (twin carburetors only) must be checked following the above adjustments and reset if necessary.

Pierburg

Switch on the ignition and pull off the plug on the electrical connector to the valve, which should cause a clicking sound to be heard.



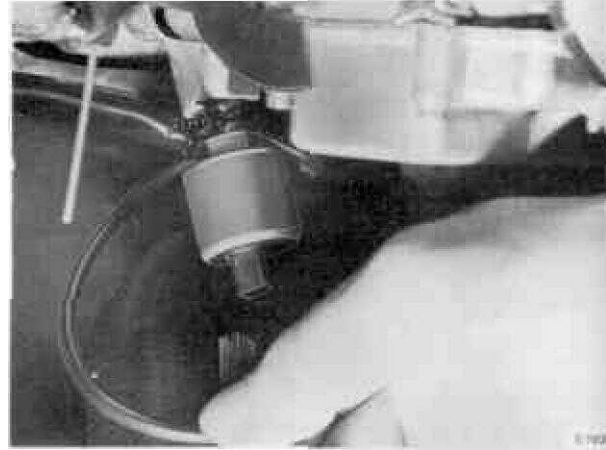
Idling shut-off

To check single carburettor engines

- 1 Connect a tachometer and let the engine run at idling speed.
- 2 Temporarily disconnect the lead from the shut-off valve and check that the idling speed drops by at least 200 r/min.

Note

The engine will run on after the ignition has been turned off if the idling speed is too high.



To check twin-carburettor engines

Disconnect the standard and blow into the connections for the float chamber vent valves:

- a With the ignition turned on, or about 6 seconds after the ignition has been switched off, the float chamber vent valve should allow the entry of air from the atmosphere.
- b The connection between the float chamber and the passage to the vacuum chamber should open within approx. 6 seconds of the ignition being turned off.

