

Fig. 5 Detail of jet centralisation

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| 1. AIR VALVE | 7. AIR VALVE RETURN SPRING |
| 2. JET ORIFICE | 8. NEEDLE RETENTION SCREW |
| 3. "O" RING | 9. CENTRALISING BUSH |
| 4. JET METERING NEEDLE | 10. JET ORIFICE SPRING |
| 5. JET BUSH RETAINING SCREW | 11. "O" RING |
| 6. "O" RING | 12. JET ORIFICE ADJUSTER SCREWS |

1. Each in turn, remove the suction chamber covers from their respective carburettors, taking care to note from which carburettor they were removed.

Take out the damper spring, also the air valve piston and diaphragm assembly, again noting from which carburettor they were removed.

2. Check that the shoulder of the jet needle is flush with the base of the air valve piston, also that it is not scored or bent. If all is in order, refit the air valve piston and diaphragm assembly to the carburettor, ensuring that the projections on the diaphragm locate in their grooves.

Note: If it is found that the jet needle is badly scored or bent, it must be renewed with a needle of the same calibration.

3. Using a $\frac{3}{8}$ in. A.F. spanner, slacken the jet bushing retaining screw half a turn. Rotate the jet orifice adjuster screw clockwise, to its fullest extent.

4. Sharply tap one of the hexagon flats of the jet bushing retaining screw, this will assist the jet and its associate bushing to centralise about the jet needle, and usually permits the air valve piston to fall freely into position at the very first attempt.

When satisfied that all is in order, tighten the jet bushing retaining screw.

5. Re-adjust the jet orifice adjuster, so that the top of the jet orifice is parallel with its centralising bush.

In this position the air valve piston should fall freely and emit an audible "tap" as it makes contact with the carburettor body. Test for this condition by raising the spring loaded lifting pin and releasing it.

6. Re-assemble the damper springs and suction chamber covers to their respective carburettors, and secure with the four screws and spring washers.

BRAKES

Brake servo unit air filter

At intervals of 5,000 miles (8,000 kms.) remove the air filter for cleaning. To do this, raise the luggage compartment lid and remove the nylon cover from the filter by withdrawing the centre screw "A".

Discard the soiled filter element and clean the nylon cover and rubber seating washer.

Position the rubber seating washer, locate on it the new filter element, and secure the whole with the nylon cover and central screw "A".

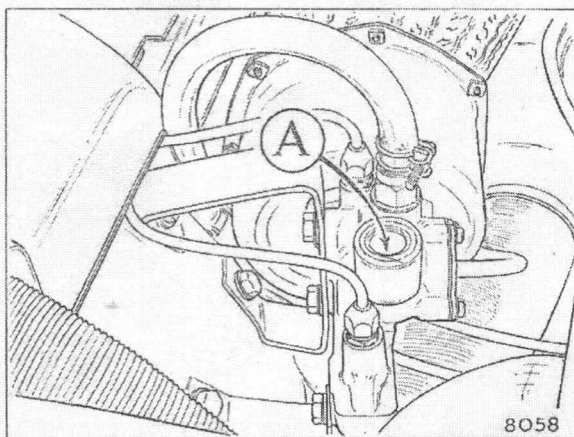


Fig. 6 Brake servo air filter