

**Fig. 14.** Automatic choke cover correctly replaced and choke valve in cold starting position

#### Faulty slow running (See Figs 4 and 5)

Ensure that slow running speed adjusting screw and mixture volume control screw are correctly set.

Check that the slow running (pilot) jet (16) is clear. This jet can be removed from the outside of the carburettor.

Ensure that the whole induction system is free from air leaks.

Check that the slow running mixture volume control screw (33) is not damaged or its securing position spring missing.

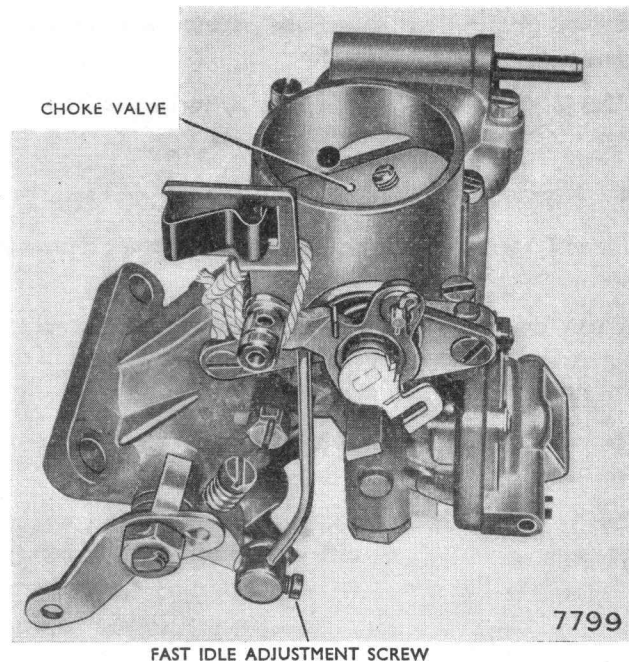
#### Flat spot at small throttle opening (See Fig. 5)

Adjust the idling speed to give smooth running just off the rich or "Hunting" condition.

Check the induction system for air leaks.

Ensure that vacuum advance pipe is correctly fitted to the carburettor, and that pipe is not damaged so that air is leaking into it. Although rare, it is possible for air to leak through a faulty vacuum advance unit diaphragm.

If a flat spot still exists check that the by-pass (progression hole (35) is clear.



**Fig. 14A.** Manual choke valve fully closed

#### Poor acceleration (See Fig. 5)

Check action of accelerator pump. Fuel must be delivered from the accelerator pump discharge tube whenever the throttle is opened. Dirt under either of the accelerator pump ball valves, or a stuck or missing ball valve will considerably reduce or prevent fuel output from the accelerator pump.

Incorrect replacement of the accelerator pump diaphragm return spring (26) prevents movement of the diaphragm and no fuel is discharged as the throttle is operated.

#### Difficult starting from cold (See Figs. 5, 6 and 14)

Check that fuel is being supplied to the carburettor.

##### Automatic choke

Remove air cleaner intake from the carburettor and check that choke valve is closing, and not sticking open when the engine is cold. The choke valve spindle should move quite freely and the valve lightly snap shut when the carburettor is cold, if the valve is opened by finger pressure.

Check that the white line, on the automatic choke hot chamber cover, is positioned to the raised edge on the carburettor body as shown in Fig. 14.

As shown by the insets in Fig. 6, two kinds of outer ends have been used on the large bi-metal spring, and the correct method of replacing the spring cover depends upon the type of spring fitted inside the cover.