

Check and if necessary adjust the slow running speed when the engine is HOT as given under "Slow running adjustment" on page 17 of this section.

The cable securing screw (13) should be undone and the inner cable pulled backwards and the screw (13) tightened, holding its trunnion with a $\frac{3}{8}$ A/F open end spanner.

Fully depress the acceleration pedal. The rod (9) between the cranked lever and the throttle operating lever (8) should open the throttle fully and then expand. This rod (9) is spring loaded and acts as a safety device to prevent damage to the cable and carburettor. Also check that the carburettor throttle lever (8) returns against its slow running stop screw when the accelerator pedal is released and that a slight slackness exists in the cable.

Cable—To renew (See Fig. 26)

Remove the cover over the cable front trunnion set screw (6) and disconnect the cable from this trunnion.

Disconnect the cable from its rear trunnion at the carburettor end.

Raise the car on a lift, or place it over a pit and remove the plate from the centre of the floor. This gives access to the cable fixing clips.

Release the cable fixing clip (7) and other fixing clips in floor tunnel.

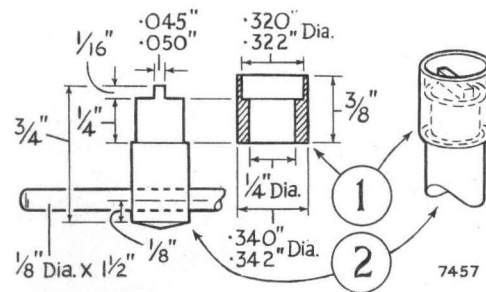
Remove cable by withdrawing it from its front abutment mounting and from the body hole where it passes into the engine compartment.

Fitting the replacement cable is a reversal of the foregoing procedure. The inner cable should be adjusted as described previously.

MAIN JET KEY, For Solex B30 PIHT-2 Carburettor

Details of a main jet key that can be made are given in Fig. 27. This key enables the main jet to be removed and replaced with the carburettor in position.

Item 1 and the tommy bar are made from mild steel. Item 2 is made from high carbon (silver) steel and its screwdriver end is suitably hardened and tempered. The diameter below the screwdriver end is made so that it is a light driving fit in Item 1.



.045 in. (1.15 mm)	$\frac{1}{16}$ in. (1.6 mm)
.050 in. (1.27 mm)	$\frac{1}{8}$ in. (3.2 mm)
.320 in. (8.13 mm)	$\frac{1}{4}$ in. (6.4 mm)
.322 in. (8.18 mm)	$\frac{3}{8}$ in. (9.5 mm)
.340 in. (8.63 mm)	$\frac{1}{2}$ in. (12.7 mm)
.342 in. (8.68 mm)	1 1/2 in. (38.0 mm)

Fig. 27. Main jet key for Solex B30 PIHT-2 carburettor

FUEL TANK

To remove

Remove protective cover over the tank by bending back its retaining strips and withdrawing cover.

Disconnect lead from the Lucar terminal on the fuel tank gauge unit and insulate its terminal end.

Remove tank gauge unit and syphon fuel out of tank, or block up the fuel feed hole inside the fuel tank. This can be done through the hole from which the gauge unit is removed.

Disconnect fuel pipe at union below tank.

Release filler hose clip at filler end and air vent hose at upper end. Withdraw hoses.

Disconnect fuel pipe at union below fuel tank.

Remove five $\frac{7}{16}$ in. A.F. bolts holding tank to body and lift out tank

To replace

Place tank in position and connect the fuel pipe to its tank union before bolting tank in place. Then reconnect remaining items in the reverse order of removal.