

Engine runs on

The likely causes of the engine running on are as follows:

- Idling speed set too high.
- Ignition timing too far advanced.
- Mixture in carburettor too weak (idling).

These three factors tend to produce a wider opening of the throttle butterfly.

- Carbon deposits in combustion chamber (caused by prolonged use of choke and engine failing to reach normal running temperature).
- Grade of fuel too low - higher octane rating needed.
- Float chamber ventilation incorrectly adjusted (twin carburettors only).

Checking and adjustment

Choke Control (Twin carburettors)

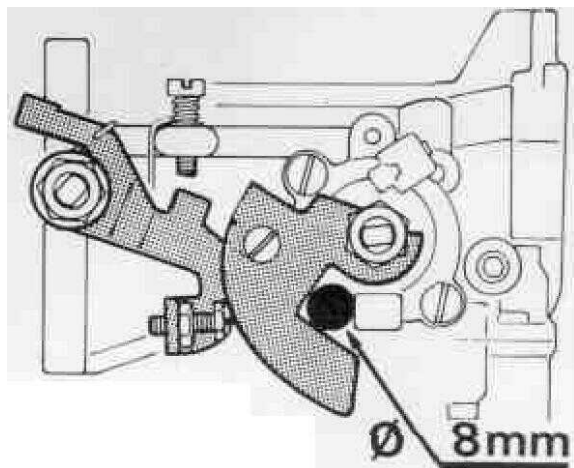
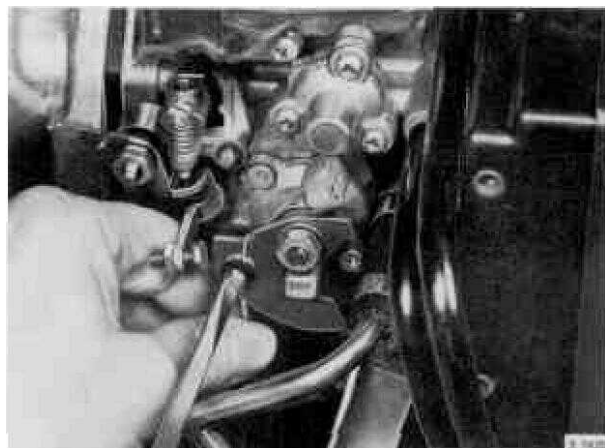
Check that both choke controls strike their stops at the same time. If necessary, adjust the control spindle linkages.

Fast idling (Stromberg)

Check the fast idling speed with the engine warm as follows:

(Vacuum line to distributor plugged.)

- a Place an 8 mm (0.315in) dia. spacer (drill bit) between the notch in the cam lever and the stop on the choke housing.



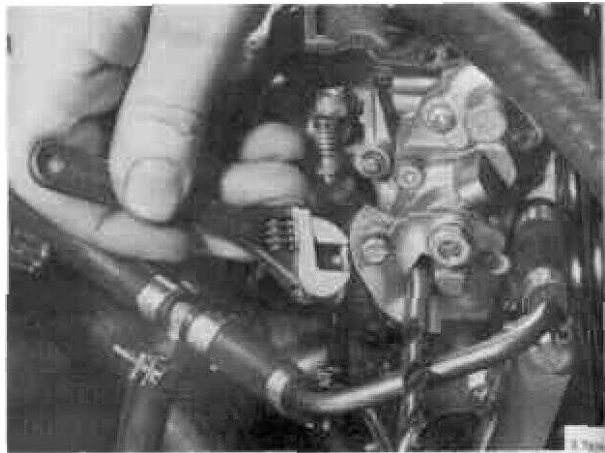
- b Check that the fast idling speed is correct.

Adjust the stop screw on the throttle lever if required.

Code on	r/min	fast-idling cam
CM 81-82	1100 ± 50	"A6"
CM 83	1350 ± 50	"A8"
CA.CM84-	1350 ± 50	"ASA"
TMJA81-84	1100 ± 50	"A5"

Note

If the code on the cam differs from that shown for a given engine variant, follow the setting applicable to the cam code.

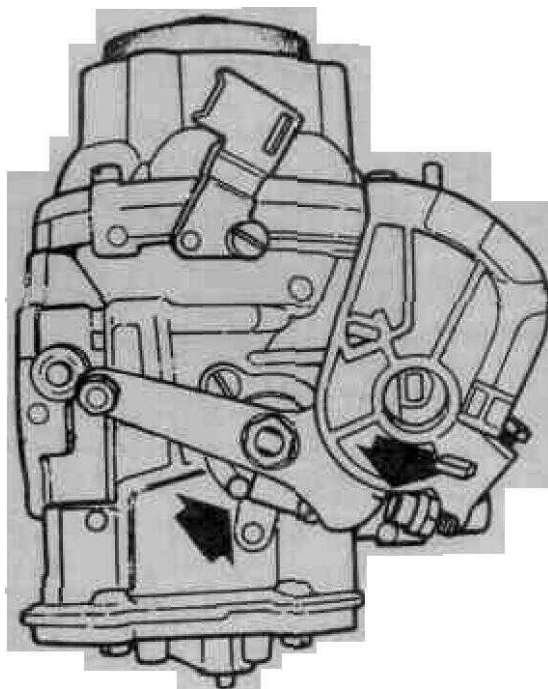


Choke control (Pierburg)

Make sure the lever deflects fully when the choke is pulled out.

Push in the choke. Make sure the lever is at the lower limit of its travel and that the fast idling screw is not touching the lever.

Adjust as necessary.



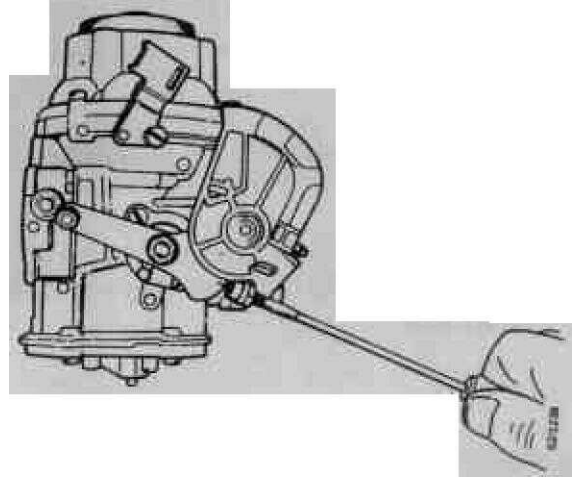
Fast idling (Pierburg)

Note

Disconnect the vacuum line to the distributor and run the engine to normal operating temperature.

Pull out the choke until the mark on the choke lever is in line with the fast idling screw.

Adjust the engine speed to 1350 ± 50 r/min by means of the fast idling screw.

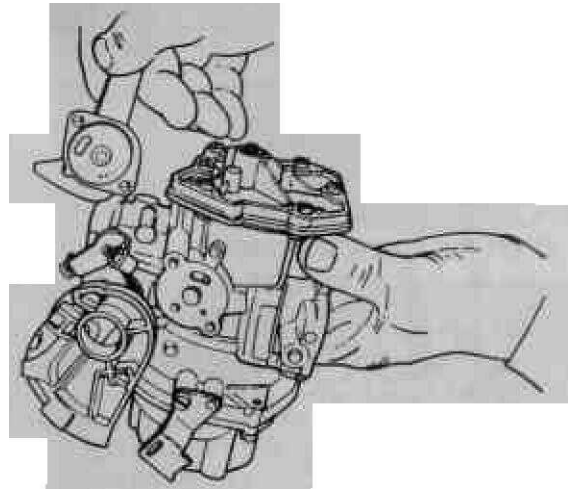


Choke (Pierburg)

Make **sure** the choke does not bind.

Check the valve disc and the corresponding sealing surface on the carburettor body.

Remove any minor scratches using fine emery cloth and lapping paste.

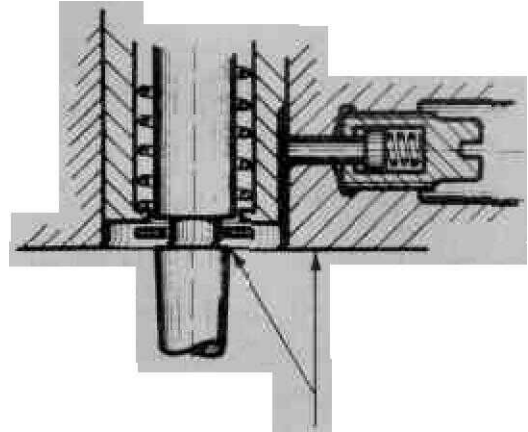


Basic setting of metering needle (Stromberg)

Tools: Needle adjusting tool 83 93 035

As regards twin carburettors, the basic setting must be adjusted on both. The jet is fixed in the carburettor and the height of the needle must therefore be adjusted to effect the basic setting. Proceed as follows.

- 1 Remove the damper and oil cap assembly.
- 2 Remove the vacuum chamber cover and the return spring.
- 3 Withdraw the piston and diaphragm together.
- 4 Using tool 83 93 035, bring the shoulder of the needle in line with the lower edge of the vacuum piston.



Needle should flush with bottom of piston

- 5 Fit the piston and diaphragm complete in the carburettor, making sure that the outer tab on the diaphragm engages the matching slot in the carburettor body.
- 6 Fit the spring and vacuum chamber cover, making sure that the marks coincide, and then fit and tighten the screws.
- 7 Check and if necessary fill oil in the damper cylinder and fit the damper piston.

Fine adjustment of the setting is effected in conjunction with the subsequent CO check.

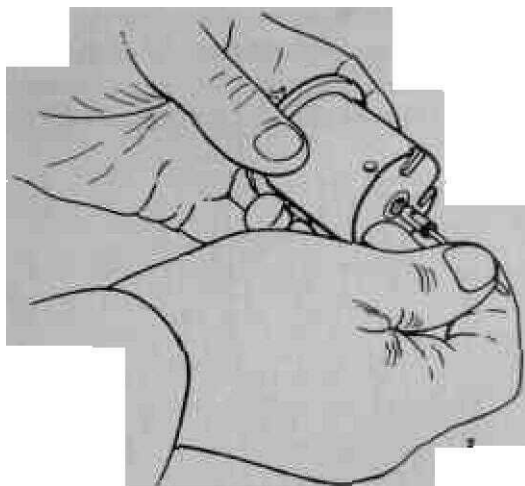
To check the needle (**Pierburg**)

Check the needle for signs of wear or damage and also the needle setting.

Release the setscrew to adjust the height of or to replace the needle.

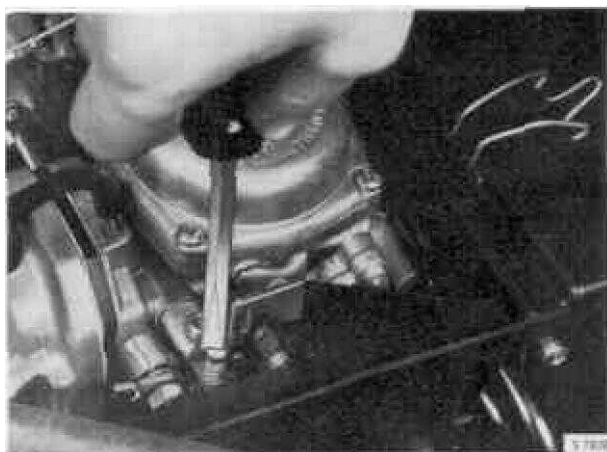
Make sure that the flat in the needle shoulder is towards the setscrew.

The needle designation is stamped on the needle and can be seen after the needle has been withdrawn from the socket (needle shoulder).



To synchronize twin **carburettors**

- 1 Run the engine to normal operating temperature and then let it idle. The idling speed adjusting screw serves both carburettors and is located on the front carburettor. Location of idling speed adjusting screw, 1984 Europe spec, models onwards.



Placement of adjusting screw, Europe specification, as from year model 1984

Synchronize the carburetors by means of the adjusting screw on the linkage between the two carburetors. Compare the air flow through the carburetors by means of a synchro-tester. The adjusting screw should be locked by means of the locknut after setting.

