

SECTION Da

THE FUEL SYSTEM

The information in this Section refers specifically to engines fitted with automatic transmission and must be used in conjunction with Section D

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Air cleaner	Da.1
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Section Da.1

AIR CLEANER

Cars equipped with automatic transmission are fitted with a larger paper element type air cleaner.

Removal

- (1) Unscrew the wing nuts.
- (2) Disconnect the breather hose.
- (3) Lift the air cleaner from the carburetter.

Element replacement

- (4) Remove the cover from the container and lift out the paper element.
- (5) Wipe all dust deposit from inside the container.
- (6) Fit the new element and refit the cover.

Refitting

- (7) Reverse the removal procedure.

NOTE.—The air cleaner intake should be positioned adjacent to the exhaust manifold during winter operating conditions in order that the possibility of carburetter icing is reduced to the minimum. It is advisable to move the intake away from the manifold in warmer weather.

Section Da.2

CARBURETTER
(Type HS4)

Description

The HS4 carburetter is fitted to an engine equipped with automatic transmission.

The dismantling and reassembling of the carburetter is as described for the HS2 type in Section D.4

Removal

- (1) Remove the air cleaner as detailed in Section Da.1.
- (2) Disconnect the mixture and throttle control cables, the suction advance pipe, and the fuel delivery hose from the carburetter.
- (3) Disconnect the governor control rod fork end from the throttle lever.
- (4) Remove the securing nuts and spring washers and lift off the carburetter and the cable abutment plate.

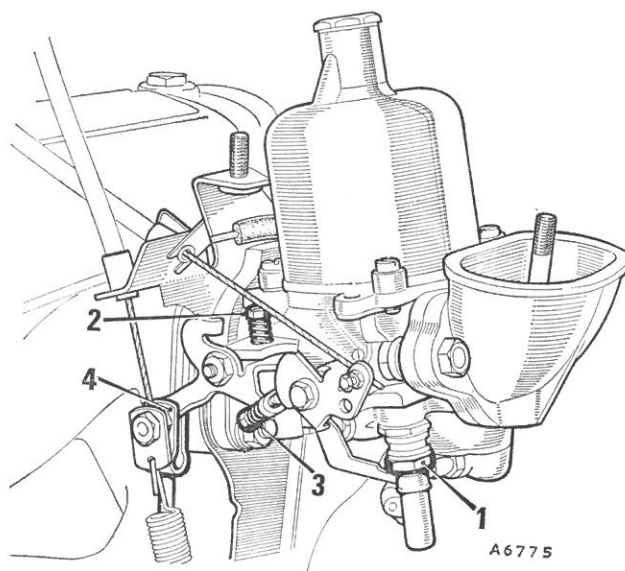


Fig. Da.1

The HS4 carburetter

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|------------------------------|-------------------------------|
| 1. Jet adjusting nut. | 3. Fast-idle adjusting screw. |
| 2. Throttle adjusting screw. | 4. Governor control rod. |

Refitting

- (5) Reverse the removal instructions, fitting new joint washers between the manifold face and the abutment plate and carburetter flange if any have been damaged during removal.

Adjustments

The method of adjusting the jet and slow running is as described in Section D.4 with the following exceptions.

- (6) Connect a tachometer.
- (7) Select 'N' on the gear lever quadrant and apply the hand brake.
- (8) Run the engine until it attains its normal running temperature and adjust the jet as described in Section D.4.
- (9) With the carburetter correctly tuned, adjust the throttle adjusting screw (2) (Fig. Da.1) until a maximum idling speed of 650 r.p.m. is obtained.
- (10) Pull out the choke control to the maximum fast idle position. Check and adjust if necessary the fast idle adjustment screw (3) (Fig. Da.1), to obtain a maximum fast idle speed of 1,050 r.p.m. Push in the choke control and recheck the idling speed.
- (11) Adjust the governor control rod as detailed in Section Fa.2.