

TECH TIPS No 5a
HOW TO SERVICE A CARBURETTOR.

If the car is running erratic and overheating, you have serviced the distributor in line with Tech Tips No 6 and 7. Then it could be that the mixture is weak. The cause of this is that air is being drawn in under the carburetor. To check this you need oil can and the engine running, pour oil down the side of the carburetor flange and over the Bakelite distance piece. Now look and listen, if there is an air leak you will hear a sucking sound and you will see the oil being drawn in. This means the carburettor has to be removed off the cylinder head.

I cannot write a better description than "Hayes Workshop Manual" on how to take off and service the carburettor. But there are a couple things they don't mention. Their write-up is dealing with a newish car not one, where the carburetor as been off a number of times.

The damage is to the flange of the carburetor. If you don't know what you are doing you can over tighten the two 6mm nuts that holds the carburettor down on to the cylinder head.

NOTE Every carburettor I have ever taken off an engine the flanges have been bowed.

HOW TO SORT OUT THE BENT FLANGE.

The tools required are a large bench vice, two short 6mm bolts, feeler gauges, small piece of plywood, piece of plate glass, lipstick any colour will do, a straight edge or steel rule and a hand file.

- 1 Take the top off the carburettor. Which removes the float.
- 2 Put the straight edge across bottom flange of carburettor and check how much the flange is bowed using feeler gauges and record. Say you record 30/1000in.
- 3 Put the two bolts in flange of the carb looking upwards.
- 4 Open the jaws of the vice to accommodate the carburettor + bolts + the plywood.
- 5 Nip the jaws of the vice with no force, now check the distance between the jaw face and the bottom of the carburettor flange. Note this is only a rough check so you don't bend the flange to far the other way.
- 6 Tighten the vice at the same time checking the gap, when it is more or less the same all along the flange. Take it out of the vice.
- 7 Check with straight edge and eye, if it is nearly straight then this is acceptable. If not put it back into the vice until flat.
- 8 Place the plate glass down on a flat surface and smear the glass with lipstick about twice the area of the flange.
- 9 Draw the carburetor flange over the glass the high spots on the will now show.
- 10 Grip the carb in the vice and with the file remove the high points.
- 11 Smear the lipstick again and draw the carb over again check for the high spots.
- 12 Keep on doing this procedure until the flange is flat.
- 13 The carburettor will now be dirty. Strip down and clean as per Hayes Manual. A good carburettor cleaner is very useful to clean the carburettor.

REPLACING THE CARBURETTOR ON TO THE ENGINE

- 1 Before staring to fit the carburettor the following is to be checked. Check the BAKALITE spacer is clean of old gaskets and free of cracks if there are cracks replace. Check that the engine is clean of old gaskets.
- 2 Fit new gaskets smeared with grease, top and bottom of the BAKALITE spacer.
- 3 Place the carburettor over the bolts fit 6mm washers and new 6mm NYLOC nuts.
- 4 Tighten the 6mm nuts until they are just touching the washers. Once the nuts are touching the washers start and tighten the nuts evenly. This means if you turn a nut a quarter of a turn then you have to turn the other nut the same amount. But do not over tighten

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