



# Service bulletin

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

C. 51/65

F. O.

Exp. 9

13. 10. 65

Sighted by:

FOR THE ATTENTION OF SERVICE AND PARTS MANAGERS

## CARBURATION INSTABILITY UNDER ROAD LOAD CONDITIONS

The Zenith 34VN Carburettor fitted to these models has been jetted to achieve the best possible balance in power and economy. However, due to manufacturing tolerances the combination of a Lean Limit Carburettor and certain inlet tract variations may produce "Flat Spotting" under light throttle conditions (25 - 30 m. p. h. range). This condition may be apparent under full throttle low speed acceleration.

To correct complaints of this nature the following action should be taken:-

1. Ensure that the engine is correctly tuned and at NORMAL OPERATING TEMPERATURE. Symptoms similar to those of the complaint nature may be experienced during the first 2 - 3 miles after cold starts or until the manifold hot spot is operating efficiently.
2. Raise the fuel level by up to 1/16". With the float removed the maximum level should be 1-1/4" below the chamber face. Note:- Release pump pressure before checking.
3. Where the raising of the fuel level alone does not give a measurable improvement, a slightly larger compensating jet may be used. Part No's. Z. 012572/95 or /97. Note: Do not use a jet larger than 97 as excessive fuel consumption will result.
4. In cases where the carburettor instability is severe when going through the progression stage, a reduction in the size of the part throttle air bleed by not more than 0.5 mm. should restore normal progression. Part No's. Z. 016353/2.2 or /2.0 (mm.).

Wolseley

24/80 MK II

Austin

Freeway

MK II

N. Prescott,  
Service Manager.

S/L