

November, 1963

TO: ALL ROOTES DEALERS

SUBJECT: CHANGES TO SPECIFICATION AS BELOW

MODEL: ALPINE III

The following important changes have recently been introduced on the above models, and detailed information of each modification can be obtained from the Amendment Sheets issued for the appropriate Workshop Manuals.

Chassis introduction points will be made available through the usual Parts channels.

SOLEX B.32 P.A.1A CARBURETOR

The Solex B.32 P.A.1A carburetor replaces the twin Zenith W.I.P. or W.I.A. carburetors and is known as the Solex Twin.

Twin choke tubes, by pass (progression) circuits, and main spraying circuits, allied to a single float chamber, accelerator pump, slow running system and cold starting assembly are the main features of the unit.

THE SLOW RUNNING CIRCUIT OPERATES ONLY IN THE PRIMARY THROTTLE BARREL AND IS ADJUSTED IN A SIMILAR MANNER TO THAT EMPLOYED ON A SINGLE BARREL CARBURETOR.

The primary throttle is permanently in operation, but the secondary throttle is only introduced for maximum or near maximum power output. Before the secondary throttle can operate the primary throttle must be more than two thirds open, and the air speed through the primary throttle sufficiently great to operate the diaphragm which controls the secondary throttle.

Idle speed and slow running mixture are adjusted as follows:

Regulate the slow running speed to 850 r.p.m. by the adjustment screw. (9 Fig.1)

Rotate volume control (8, Fig.1) anti-clockwise as far as is possible to maintain even running.

If necessary, re-adjust engine idle speed.

Adjustments of Secondary Throttle closed position stop and Secondary Throttle operating rod are detailed in the Workshop Manual.

NOTE: With the introduction of the Compound Carburetor, the two manifold clamps (1208798) have been deleted.

A.C. CRANKCASE VENTILATION REGULATOR (Fig. 2)

The ventilation regulator is introduced into the breather pipe, between the engine rocket cover and inlet manifold. Its purpose is to ensure that the inlet manifold is only vented to atmosphere when the carburation will not be affected. Consequently, incorrect operation of the valve may seriously affect slow running performance.

It is important that this valve and its associated crankcase breather assembly are cleaned, every 6000 miles (10,000 kms) or more frequently where short journeys, slow speed driving, or operation in dusty territories are usual.

THROW AWAY TYPE OIL FILTER (CARTRIDGE PART NUMBER 8041315)

Unscrew by hand, strap wrench, or by driving a pointed bar into the casing, to obtain the necessary leverage.

When fitting new filter, lightly smear filter base joint with engine oil. Screw into position until the joint just contacts the mounting face, and THEN SCREW DOWN ONE THIRD OF A TURN BY HAND ONLY. Do not overtighten since this will make the filter cartridge difficult to remove.

ELECTRIC IMPULSE TACHOMETER

Instead of operating through a mechanical drive, the tachometer indicates engine speed by 'counting' electric impulses called for by the ignition coil.

DIAPHRAGM CLUTCH

The clamping load for this clutch is derived from a diaphragm spring, as opposed to the conventional coil spring arrangement. It is important to note that the clutch must not be lifted or pulled by means of the thrust plate, since the straps may be bent and the alignment of the thrust plate destroyed.

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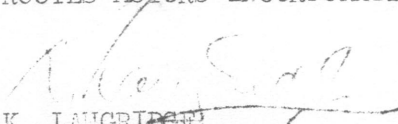
CLUTCH HYDRAULIC PIPE

A $\frac{1}{2}$ " pipe (I.D.) is fitted from the clutch master cylinder to the slave cylinder. The pipe is semi-rigid and is not coiled or secured by clips etc.

REAR ENGINE MOUNTING

A "V" type rear engine mounting, is now employed, and the engine torque restriction mounted on the bulkhead is no longer fitted.

ROOTES MOTORS INCORPORATED


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