

OCTOBER 1963

TO: ALL ROOTES DEALERS

SUBJECT: FUEL CONSUMPTION

MODEL: SUPER MINX

When investigation complaints of heavy fuel consumption on these models the following points should be given attention if the normal routine inspection (fuel leaks, ignition timing, condition of points, sparking plugs etc.) fail to improve the consumption.

(1) Remove the carburetor float chamber cover and check the depth of the project of the "Econostat" discharge tube (2 on diagram) into the air stream - this should be 2 m/m taken from the centre line of the tube to the flat face from which it projects. If this measurement is not correct, renew the float chamber cover. Check also the "Econostat" air bleed drilling (3) at the back of the "Econostat" discharge tube - this should be cleared if necessary with a 2 mm (No. 47) drill.

(2) With the cover removed, check that the anti-syphon valve body is of correct size; the diameter should be 2.7 mm, this may be checked with a No. 37 drill. At the same time, check that the valve body (4) has not been over-tightened and that the anti-syphon valve (5) is not trapped on its seat, i.e. it must be free to move laterally. If the guide (4) is too deep, it should be replaced or approximately 1. mm ground carefully from the lower face.

(3) Remove the accelerator pump jet (1) and check that the small neoprene sealing ring beneath the hexagon is in position and in good condition and that the non-return ball (7) is in position below the injector tube. If the injector tube projects more than 10.4 mm. below the hexagon the ball will be trapped. If necessary, replace the injector tube.

(4) Check that the main spraying nozzle is secure. When doing so, ensure that the fixing screw is secured with sealing compound.

(5) Ensure that a fibre washer is located under the main jet (6) and that it is not damaged.

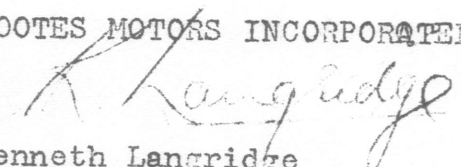
ENGINE 63/8

OCTOBER, 1963
PAGE II

TO: ALL ROOTES DEALERS
SUBJECT: FUEL CONSUMPTION
MODEL: SUPER MINX

(6) After re-assembling the carburetor, ensure that there is a discharge from the accelerator pump jet when the throttle control is operated.

ROOTES MOTORS INCORPORATED


Kenneth Langridge
General Service Manager

KL/jd

