

FUEL SYSTEM

No.

C-3

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AUGUST, 1964

TO: ALL ROOTES GROUP DEALERS  
MODEL: SUNBEAM IMP  
SUBJECT: MECHANICAL THROTTLE CONTROLS

If you are called upon to investigate complaints of stiff or sticking throttle controls, with the cable linkage, it is recommended that the following points are checked:-

1. Examine the run of the cable under the car and make sure that it is not trapped, and that there are no sharp bends.
2. Rectify any misalignment of the operating levers at either end of the cable, ensuring that the inner cable emerges squarely from the mouth of the outer and does not bind on the side. See illustrations overleaf.
3. Check for tight or sticking pivot points anywhere in the system.

It is important to ensure that the carburetor butterfly spindle is free by releasing the short link between the relay lever and the carburetor.

A possible foul condition illustrated overleaf may exist due to an oversize shank on the relay lever pivot pin causing the relay lever to bind on the support bracket. There should be a clearance of at least .010" (.25 mm) at the point shown in the illustration. This can be obtained if necessary by filing the face of the relay lever.

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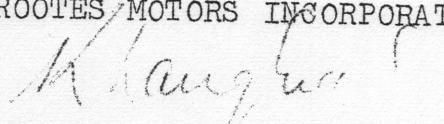
4. As the inner cable is clamped at each end, approximately 1-1/2" to 2" (3.8 - 5.8 cms) of spare cable will project through front and rear trunnions. Position so that all free cable projects at the rear, otherwise, the cable may foul the bulkhead. Should it be necessary to slacken either trunnion clamping the inner cable, the clamping screw should be firmly tightened, but not overtightened, which may lead to fracture of the inner cable.
5. Ensure that the inner cable is not kinked. Kinking of the cable at the rear end can occur due to opening the throttle at the carburetor. With the existing cable, any operation of the throttle whilst the linkage is attached, must be done from the pedal end. A more flexible cable will shortly be introduced, details of which will be circulated through the normal Parts channels.

IMPORTANT

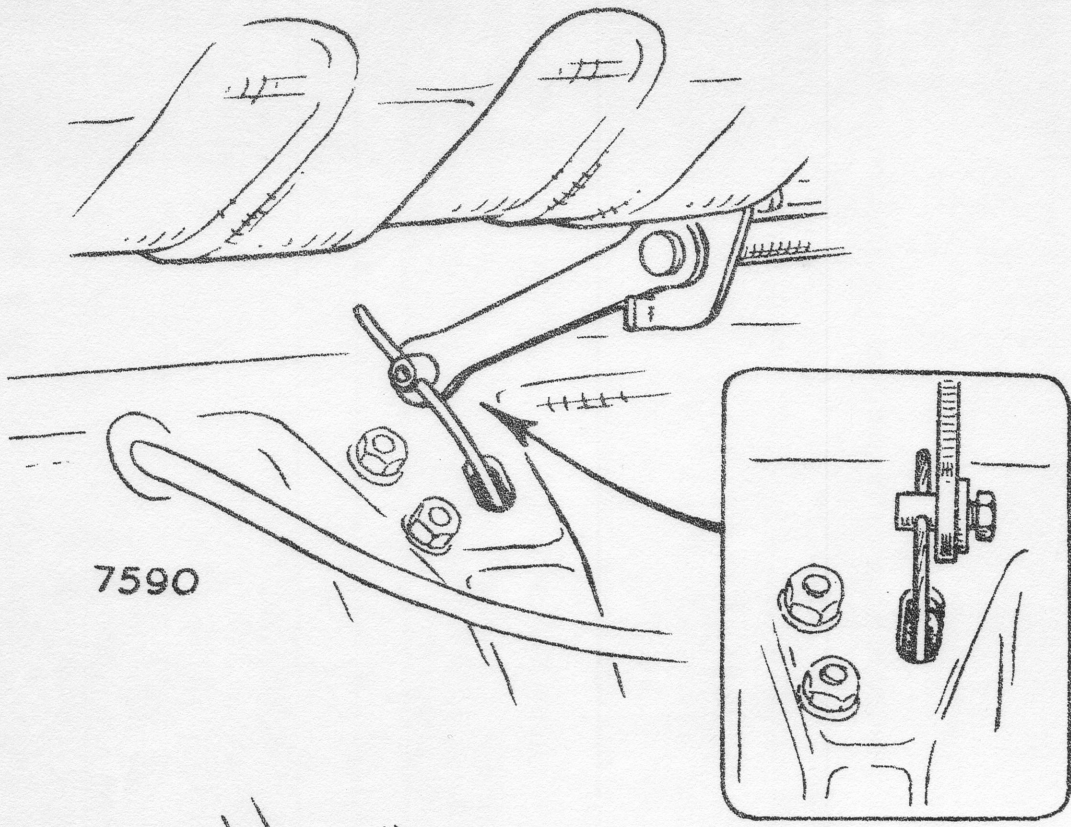
All cable adjustments should be carried out with the engine at normal running temperature. This ensures that the carburetor fast idle does not influence slow running setting.

Sketch 7590 and 7591 attached.

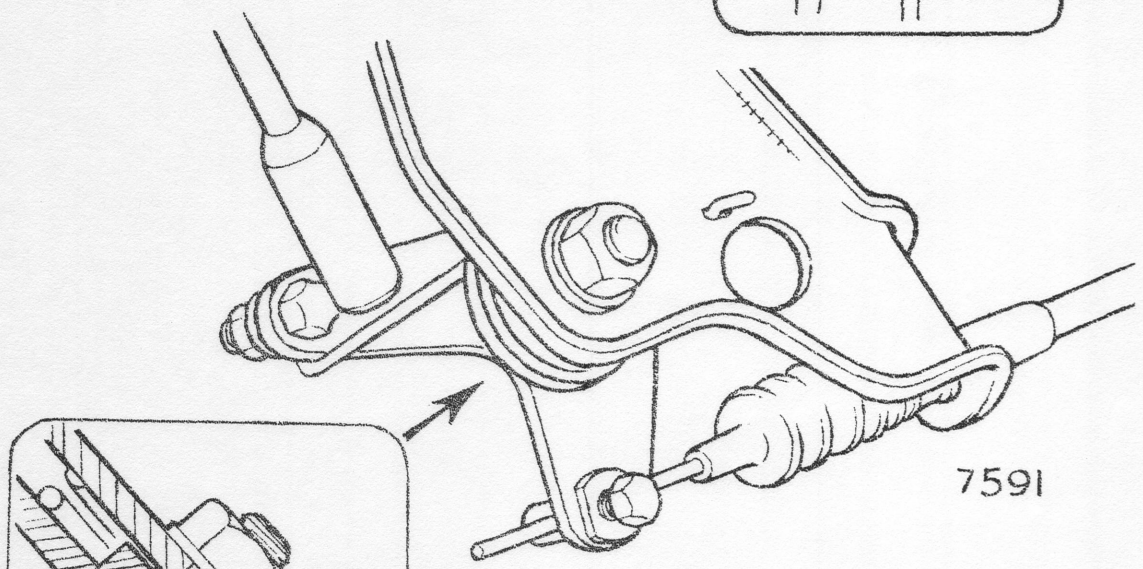
ROOTES MOTORS INCORPORATED

  
Kenneth Langridge  
General Service Manager

KL/jd  
Enc.



7590



7591

$\cdot 010''$  ( $\cdot 25$  M.M)  
CLEARANCE - MINIMUM