

1

PRIMARY CHECK CARD.

NOTE: Before any attempt is made to diagnose faults on the Petrol Injection system the checks itemized on the PRIMARY CHECK CARD MUST be completed.

PETROL INJECTION FAULT DIAGNOSIS

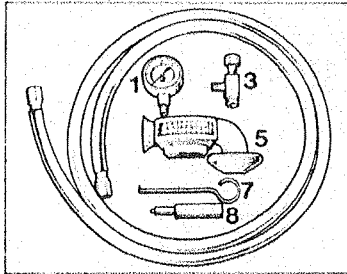
From extensive experience it has been noted that garage personnel all too frequently blame the Petrol Injection system for faults, which, when correctly diagnosed, have been shown to be caused through poor engine tune.

With this in mind the accompanying cards have been produced to give QUICK, EFFECTIVE AND EFFICIENT fault diagnosis.

SPECIAL EQUIPMENT REQUIRED

To carry out Petrol Injection Fault Diagnosis quickly and efficiently the following equipment is ESSENTIAL.

1. Pressure gauge 0 to 120 lbf./in.² (0 to 8.4 kg/cm²), Churchill Part No. CBW 1B.
2. Ammeter 0 to 10 amps and voltmeter 0 to 20 volts.
3. Pressure test adaptor (Churchill No. S 351)
4. 15 ft (4.6 m) of twin cable 28/012, two nipples soldered on one end of cable. Cable connector for connection in series to pump.
5. Synchro check or similar carburettor air-flow meter.
6. Vacuum gauge.
7. Wire hook for removing metering unit sealing rings.
8. Tool for fitting sealing rings to metering unit.



SERVICE PRECAUTIONS

The fuel pump should never be switched on while any normally pressurized part of the fuel system is dismantled.

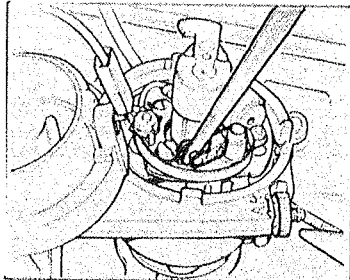
If it is necessary to have the ignition switched on to check some electrical component fitted to the car, without the engine running, it is recommended that the fuel pump is isolated.

PRE-DIAGNOSIS CHECK OPERATIONS

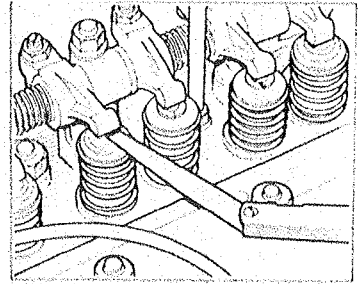
- a. Ensure that there is a sufficient supply of clean fuel in the petrol tank.
- b. Battery should be fully charged and in good condition.

ENGINE TUNE

1. Remove sparking plugs, clean, check and set gaps to 0.025 in (0.63 mm).
2. Remove distributor cap and waterproof cover, remove points, clean, replace and reset to 0.014 to 0.016 in (0.35 to 0.40 mm). Dwell angle 32 to 38° TR6 and 2.5 P.I.



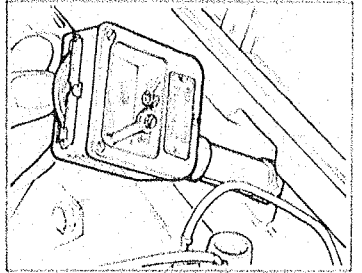
3. Remove rocker cover—it is not necessary to remove injector pipes—the rocker cover can be tilted and pulled towards the air cleaner under injector pipes, but it will be necessary to remove the two vacuum pipes from the inlet manifold.



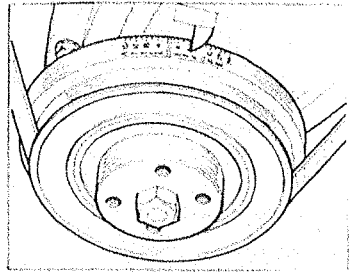
Set tappets COLD 0.010 in (0.25 mm) gap.

NOTE: Engine can be rotated by means of a socket spanner on the alternator pulley nut.

4. Check compression pressures—engine hot. Alternatively, check for cylinder leakage using suitable equipment.



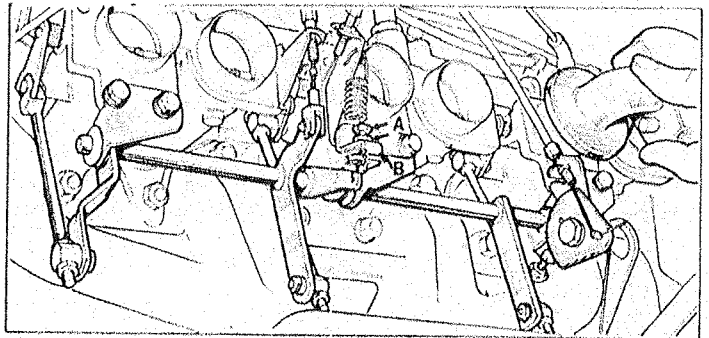
5. Static Timing: -
2.5 P.I. 8° B.T.D.C.
TR6 11° B.T.D.C.
Turn engine in CLOCKWISE direction (viewed from front of engine) until pointer on front cover lines up with correct mark on crankshaft damper, No. 1 cylinder firing.



6. Re-check timing with engine running using a strobelight. Timing should be:
2.5 P.I. 8° B.T.D.C. with distributor vacuum pipe disconnected.
22 to 24° B.T.D.C. with distributor vacuum pipe connected.
TR6 11° B.T.D.C. (TR6 does not have vacuum advance.)

7. Remove airbox. Check tightness of three vacuum adaptors on inlet manifold. If necessary, renew fibre washers. Ensure short rubber balance pipes between air intakes are in good condition and not leaking.

8. Air intake butterfly adjustment:



Slacken choke fast idle adjustment screw to clear cam in all throttle positions.

Slacken locknut on throttle cable to abutment bracket and ensure there is free play in the throttle cable.

Slacken locknut on linkage screw 'A' (see illustration). Start engine.

Apply a synchro check air-flow meter to one of the rear pair of air intakes and using adjustment screw 'A' increase the engine revs until a suitable reading is shown on the air-flow meter, i.e. 2 or 3. The rear pair of air intakes are used as the MASTER SET and the air flow on the two other sets of air intakes must match the 'master' set.

The butterflies are adjusted by means of rods on the linkage, the locknuts slackened and the rod screwed in or out to alter the air flow to match the 'master' set as necessary.

Care should be exercised when tightening the locknuts on the rods. Hold a screwdriver in the slot of the control rod to ensure the air-flow readings remain constant.

Repeat operation for all sets of intakes.

Finally, re-check air flow through intakes to ensure uniformity.

Unscrew adjustment screw 'A' to slow-running position.

NOTE: Screw 'A' should not touch bracket at 'B' during the next operation.

Place thumb over slow-running valve. Engine should stall.

If engine continues to run, one set of butterflies is leaking and the adjustment procedure must be repeated.

Finally, screw in adjustment screw 'A' to just touch bracket at 'B'. Tighten locknut.

9. Fit vacuum gauge and 'T' piece to centre inlet manifold.

Vacuum readings

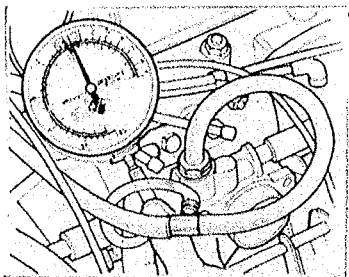
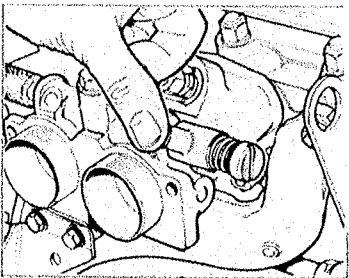
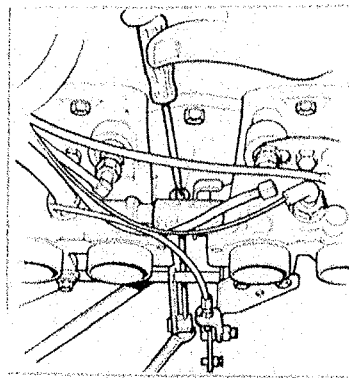
(at 800 r.p.m.):

2.5 P.I. 10 to 12 in vacuum

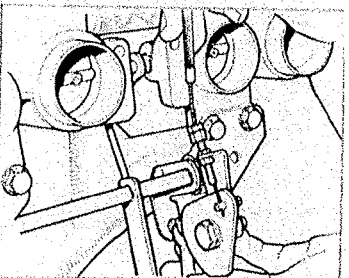
(33.8 to 40.63 kN/m²)

TR6 7 to 8 in vacuum

(23.7 to 27.0 kN/m²)

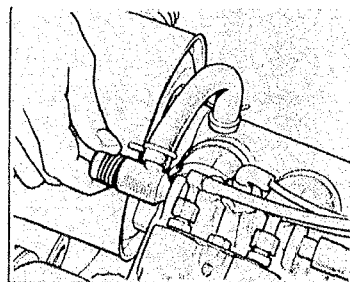


10. With the engine idling, pull the cold start cable to its maximum position and turn the adjustment screw, which acts on the cam, until the engine speed rises to approximately 1,800 to 2,000 r.p.m. Release the cable and ensure there is clearance between the cold start cam and screw, then tighten



locknut. If no clearance exists, re-adjust screw accordingly and re-check engine r.p.m. at maximum cold start position.

11. Refit airbox and reset engine idling speed to 750 to 800 r.p.m. by means of the air valve in the inlet manifold.



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Have you completed the Primary Card checks?

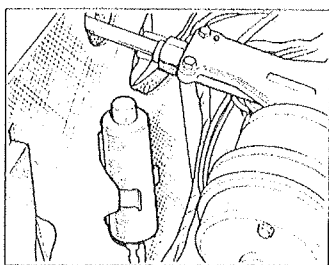
If not, refer to card No. 1 before attempting further Fault Diagnosis.

ENGINE WILL NOT START

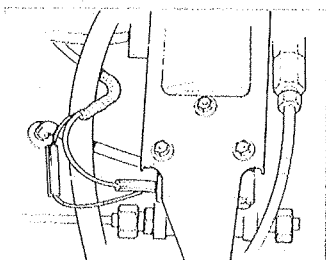
1. Switch on ignition and check for audible operation of pump.



Check inertia cut-out switch. Push switch down to complete pump circuit.



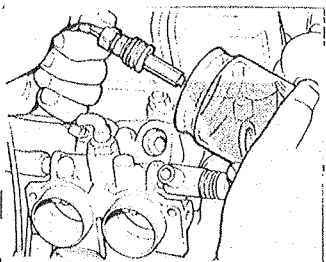
Check for blocked fuel filter. Check pump connections.



Pump inoperative:
Check pump end-float.
Remove pump and dismantle motor from pump
—check brushes.
—check for gear seizure.

2. Remove No. 1 injector from inlet manifold. Apply full choke and crank engine to check for petrol spray from injector.

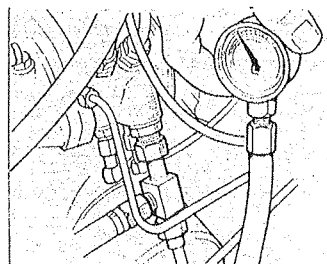
CAUTION: Place end of injector in glass jar to prevent fuel being sprayed over the engine.



No spray from injector:

To ensure injector is not faulty, cross-check by removing No. 6 injector and check spray.

3. Fit pressure test adaptor (Churchill No. S 351) between petrol feed pipe and metering unit as shown. Using pressure gauge 0 to 120 lbf/in² (0 to 8.4 kgf/cm²), Churchill No. CBW 1B, check pressure which should read 100 to 110 lbf/in² (7.05 to 7.7 kgf/cm²).

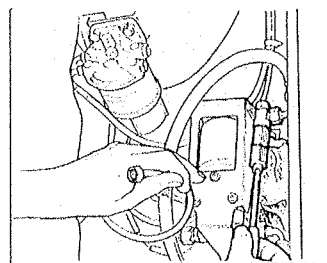


If a low pressure reading is obtained, adjust the pressure relief valve as follows:
Switch off ignition.

CAUTION: Before dismantling any fuel pipes or connections the immediate area of the connections should be covered with cotton waste to prevent petrol contaminating the interior of the boot. If this is not done, complaints may be received of petrol smells in passenger compartment of the car.

Do not try to clamp nitrile spill-back pipe otherwise damage will occur. The pipe should be plugged.

Disconnect spill-back pipe at valve end. Using a Pozidriv type of screwdriver, turn nylon screw **CLOCKWISE** to **INCREASE** or **ANTI-CLOCKWISE** to **DECREASE** the pressure.



NOTE: It is most important that the nylon adjusting screw is not rotated more than **one** complete turn in either direction. If the line pressure does not react when the nylon screw has been adjusted to the maximum, the relief valve is faulty and should be changed. All new relief valves are factory set to the correct pressure; do not disturb the adjustment screw.



No pressure:

Check operation of relief valve by substitution; fault is in relief valve or adjacent pipes.

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Have you completed the Primary Card checks?

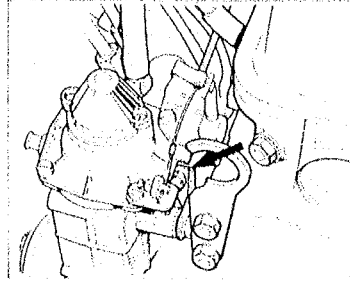
If not, refer to card No. 1 before attempting further Fault Diagnosis.

EXCESSIVE FUEL CONSUMPTION

1. Check for fuel leakage from all connections and metering unit mounting pedestal seals.
2. Check excess fuel lever is returning to the OFF position.

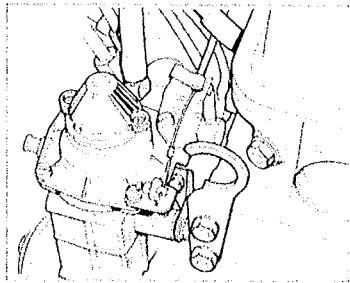


Check excess fuel lever clearance between lever adjusting screw. (Fully returned) 0.004 to 0.008 in (0.1 to 0.2 mm).

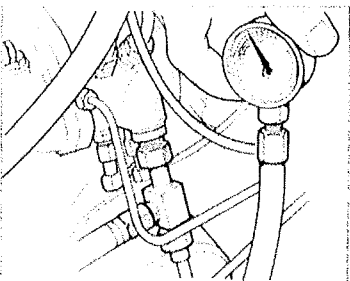


Check for excess Bowden cable fouling on bulkhead cut off as necessary.

3. Check tightness of screws securing the calibration cover to the metering unit. If loose, air may be drawn in thereby reducing the depression in the metering control unit.



4. Check line pressure as follows:
Fit pressure test adaptor (Churchill No S 351) between petrol feed pipe and metering unit as shown.
Using pressure gauge 0 to 120 lbf in² (0 to 8.4 kgf, cm²), Churchill Tool No CBW 1B, check line pressure which should read 100 to 110 lbf in² (7.05 to 7.7 kgf, cm²) with the car static.

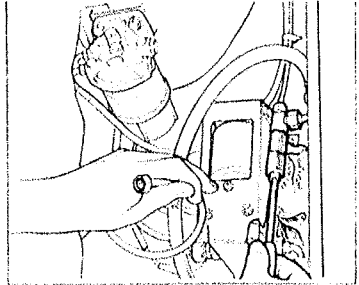


Check the line pressure reading during road test. The pressure in the petrol injection system should remain constant under any normal conditions.

If a high pressure reading is obtained adjust the pressure relief valve as follows:
Switch off ignition

CAUTION: Before disconnecting any fuel pipes or connections the immediate area of the connections should be covered with cotton waste to prevent petrol contaminating the interior of the boot. If this is not done complaints may be received of petrol fumes in the passenger compartment of the car.

Do not try to clamp nitrile spill-back pipe otherwise damage will occur. Pipe should be plugged. Disconnect spill-back pipe at valve end. Using a Pozidriv type of screwdriver, turn the nylon screw **ANTI CLOCKWISE TO DECREASE** the pressure.



NOTE: It is most important that the nylon adjusting screw is not turned more than **ONE** complete turn in either direction. If the line pressure does not react when the nylon screw has been adjusted to the maximum the relief valve is faulty and should be changed. All new relief valves are factory set to the correct pressure, do not disturb the adjustment screw.

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Have you completed the Primary Card checks?

If not, refer to card No. 1 before attempting further Fault Diagnosis.

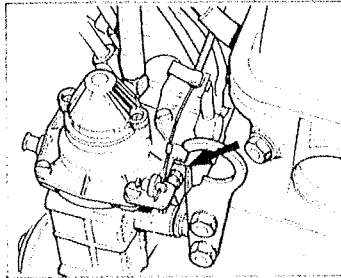
ENGINE MISFIRING OR CUTTING OUT

ENGINE MISFIRING

1. Check for low fuel condition.
2. Check excess fuel lever is returning to the OFF position.

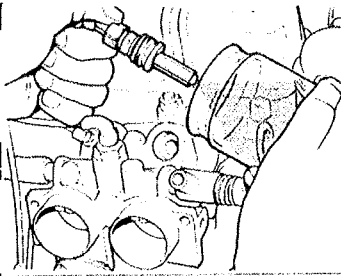


Check excess fuel lever clearance between lever adjusting screw. (Fully returned) 0.004 to 0.008 in (0.1 to 0.2 mm).



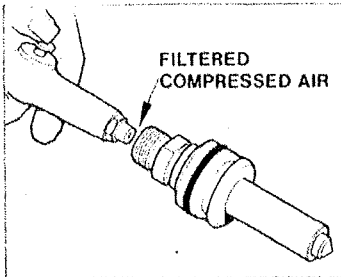
3. Remove each injector in turn and check for correct spray pattern.

NOTE: Ensure other injectors are secured. Place end of injector in glass jar to prevent atomized fuel being sprayed over the engine.



If injector dribbles, remove injector from pipe and blow out with compressed air.

CAUTION: The filtered compressed air pressure MUST NOT exceed 80 lbf/in² (5.6 kgf/cm²) and should only be used for short periods, otherwise the injector may be damaged.



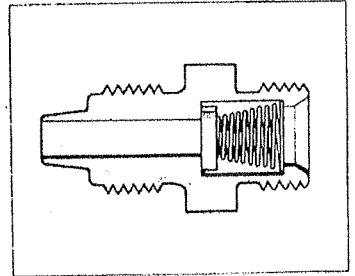
Refit injector to pipe, start engine and re-check spray pattern. If injector still dribbles, change the injector.

NOTE: If any of the supply pipes are removed from the metering unit or the injectors disconnected for any reason the engine will misfire on the appropriate injector until the system has bled itself. This operation may take two or three minutes before the engine is running normally.

If the new injector persists in dribbling check adaptor seal in metering unit. (Seal may be changed using appropriate special tools.)

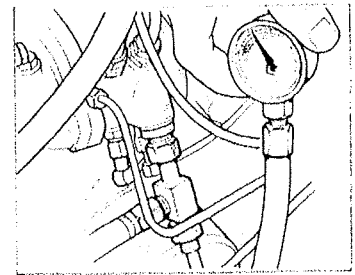
IMPORTANT: A dribbling injector will cause a misfire on ONE cylinder only. A blocked injector will cause misfiring on TWO cylinders, i.e. cylinders will misfire in engine firing order. If No. 1 cylinder misfires, so will No. 5 Engine firing order 1, 5, 3, 6, 2, 4.

4. Metering unit delivery union non-return valve faulty on relevant cylinder.



5. Fit pressure test adaptor (Churchill No. S 351) between petrol feed pipe and metering unit as shown.

Using pressure gauge 0 to 120 lbf/in² (0 to 8.4 kgf/cm²) (Churchill No. CBW 1B), check line pressure which should read 100 to 110 lbf/in² (7.05 to 7.7 kgf/cm²) with the car static. Check the line pressure



readings during road test. The pressure in the petrol injection system should remain constant under any normal conditions.

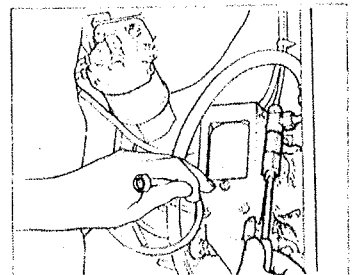


If necessary, adjust the relief valve as follows:

CAUTION: Before disconnecting any fuel pipes or connections the immediate area of the connections should be covered with cotton waste to prevent petrol contaminating the interior of the boot. If this is not done complaints may be received of petrol fumes in the passenger compartment of the car.

Switch off ignition.

DO NOT try to clamp nitrile spill-back pipe, otherwise damage will occur to the pipe. The pipe should be plugged. Disconnect spill-back pipe at valve end. Using a Pozidriv type of screwdriver, turn the nylon screw **CLOCKWISE** to **INCREASE** or **ANTI-CLOCKWISE** to **DECREASE** the pressure.



NOTE: It is most important that the nylon adjusting screw is not turned more than ONE complete turn in either direction. If the line pressure does not react when the nylon screw has been adjusted to the maximum, the relief valve is faulty and should be changed.

All new relief valves are factory set to the correct pressure; do not disturb the adjustment screw.

Low pressure on road test but normal pressure in the static position indicates fuel starvation.

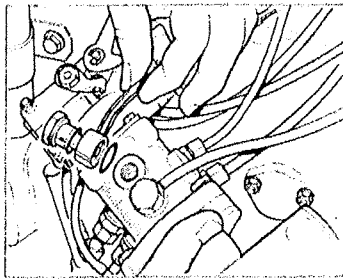


Check fuel tank for blockage.



Check pressure relief valve for correct operation—by means of substitution.

6. If the sparking plugs on Nos. 2 and 5 cylinders are constantly fouled check banjo seals on Nos. 2 and 5 injector pipes on metering unit.



Check fuel filter—if dirty, change.

3. The petrol injection fuel pump current consumption is normally 3.5 to 5 amps. If excessive amperage consumption was noted during the road test, check the pump armature end-float.



Check pump motor brushes.

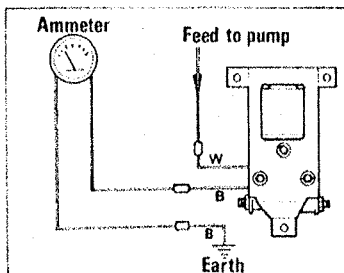
ENGINE CUTTING OUT

1. Check alternator belt tension.



Belt slipping and with all electrics in use there is insufficient current available to provide normal line pressure.

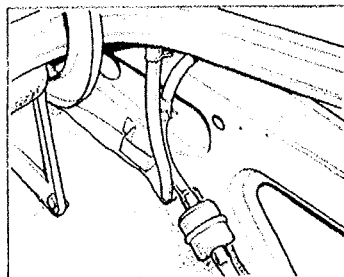
2. Road test car with line pressure gauge and ammeter fitted as follows: Connect ammeter to fuel pump as shown in illustrations.



Check the line pressure as described for ENGINE MISFIRING (check No. 5 on this card). Low pressure on road test but normal pressure in the static position indicates fuel starvation.



Check petrol tank breather pipe and filter for blockage.



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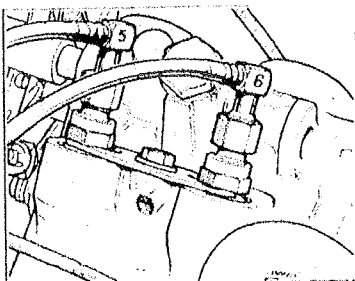
Have you completed the Primary Card checks?

If not, refer to card No. 1. before attempting further Fault Diagnosis.

ERRATIC IDLING OR LACK OF RESPONSE

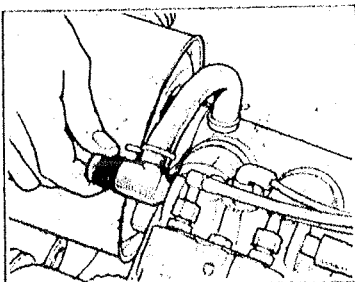
1. Check injector pipes are fitted to correct inlet manifold positions.

NOTE: Engine firing order 1, 5, 3, 6, 2, 4.



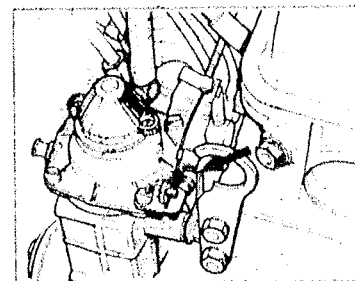
2. Check engine idling speed which should be 750 to 800 r.p.m.

If necessary, adjust the idling speed by means of the air valve at the front of the inlet manifold.



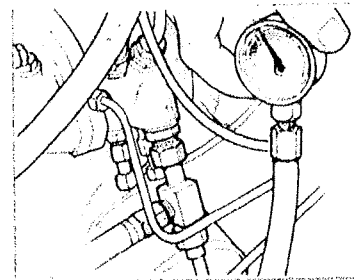
3. Check excess fuel lever clearance between lever adjusting screw (fully returned) 0.004 to 0.008 in (0.1 to 0.2 mm).

Check for excess Bowden cable fouling on bulkhead cut off as necessary.



4. Check line pressure as follows:

Fit pressure test adaptor (Churchill Part No. S 351) between petrol feed pipe and metering unit as shown. Using pressure gauge 0 to 120 lbf/in² (0 to 8.4 kgf/cm²) (Churchill Part No. CBW 1B), Check line pressure which should read 100 to 110 lbf/in² (7.07 to 7.7 kgf/cm²).

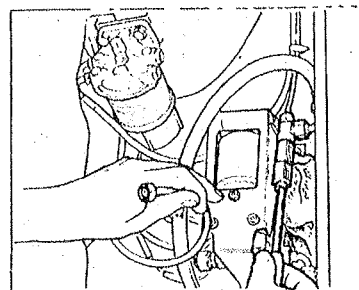


If necessary, adjust the pressure relief valve as follows:
Switch off ignition.

CAUTION: Before disconnecting any fuel pipes or connections the immediate area of the connections should be covered with cotton waste to prevent petrol contaminating the interior of the boot. If this is not done complaints may be received of petrol fumes in the passenger compartment of the car.

Do not try to clamp nitrile spill back pipe otherwise damage will occur. Pipe should be plugged.

Disconnect spill-back pipe at valve end and using a Pozidriv type of screwdriver turn the nylon screw **ANTI-CLOCKWISE** to **DECREASE** or **CLOCKWISE** to **INCREASE** the pressure.



NOTE: It is most important that the nylon adjusting screw is not turned more than **ONE** complete turn in either direction. If the line pressure does not react when the nylon screw has been adjusted to the maximum, the relief valve is faulty and should be changed.

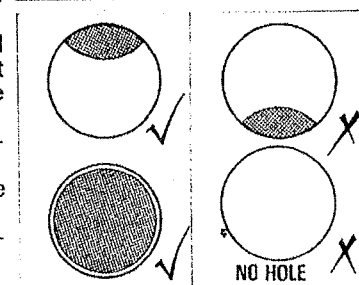
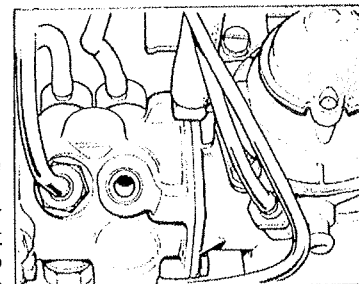
All new relief valves are factory-set to the correct pressure; do not disturb adjustment screw.

5. Check the petrol injection metering unit timing as follows:

Turn off ignition.
Turn engine to T.D.C., firing No. 1 cylinder.
Remove No. 6 injector pipe from metering unit.
Remove No. 6 delivery union from metering unit and look down the hole to observe the position of the hole in the rotor.

The hole in the rotor should be visible as an eclipse at the **TOP**, as shown in the illustration.
A **FULL** hole is **ACCEPTABLE**.

An eclipse showing at the **BOTTOM** is **INCORRECT**.
NO hole showing is **INCORRECT**.

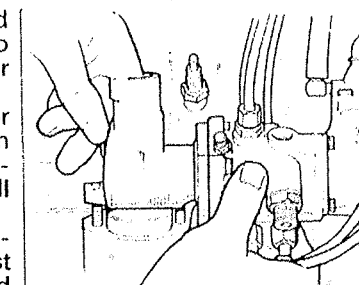


If the hole is not showing in the correct position, remove the distributor and two nuts and washers securing the pedestal and metering unit to the cylinder block. Disconnect the petrol feed and the spill-back pipe to the metering unit.

CAUTION: Ensure the distributor gear spindle does not lift with the pedestal, otherwise difficulty may be experienced engaging spindle with oil pump drive.

Raise the pedestal and metering unit sufficiently to allow the drive gear to clear the camshaft gear.
Place finger in distributor hole of pedestal and turn gear anti-clockwise (towards engine) until a full hole is visible.
Continue to turn gear anti-clockwise until hole just disappears from view, and then rotate gear one *extra* tooth.

Lower pedestal and metering unit into position.

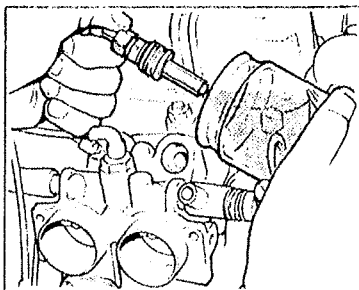


Re-check position of hole in rotor.

If position of hole is still not correct, the gear may not have been turned sufficiently—repeat operation.

When the metering unit timing is correct, secure the pedestal to the block, replace the distributor, plug leads, and No. 6 delivery union and injection pipe to metering unit. Refit the petrol feed and spill-back pipes.

6. Check for continuous injection on one or more cylinders by removing each injector in turn and observing spray pattern.



reason the engine will misfire on the appropriate injector until the system has bled itself. This operation may take two or three minutes before the engine is running normally.



Check for petrol leaks on metering unit.

NOTE: Ensure other injectors are secured. Place end of injector in glass jar to prevent atomized fuel being sprayed over the engine.

Renew the outlet union internal seal in the affected line as follows:

NOTE: Details of the special tools required to complete the following operation are described on the PRIMARY CARD list of special equipment.

It will be found easier to change certain seals if the metering unit and pedestal are removed from the engine as described in CHECK 5 of this card.

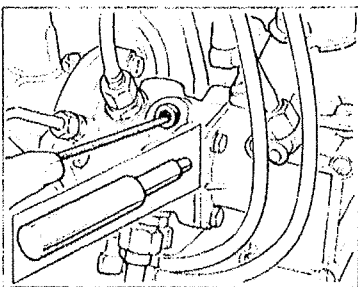


Unscrew the appropriate injector pipe from the metering unit.

Unscrew the outlet union from the metering unit and collect the seal.

Using a wire hook, withdraw the inner seal which has been leaking.

Fit a new inner seal to the special tool and press the tool and seal into position in the metering unit. Withdraw the special tool.



CAUTION: The inner seal must not be fitted to the delivery union, as it will expand and be prevented from locating correctly in the sleeve.

Smear the end of the delivery union with oil before refitting to the metering unit. This will help to prevent the inner seal being damaged.



Refit the delivery union and seal.

Refit injector pipe to delivery union.

Refit metering unit and pedestal, time metering unit as described in check 5 of this sheet, and then refit distributor.

NOTE: If any of the supply pipes are removed from the metering unit or the injectors disconnected for any

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6

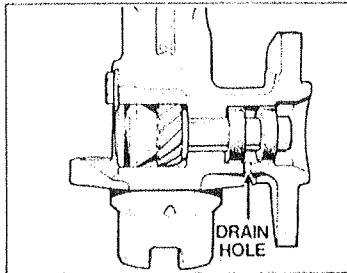
Have you completed the Primary Card checks?

If not, refer to card No. 1 before attempting further Fault Diagnosis.

THE PETROL INJECTION METERING UNIT: TIMING AND FITTING PEDESTAL SEALS

1. REPLACING SEALS IN THE METERING UNIT AND DISTRIBUTOR MOUNTING PEDESTAL

Two lip seals are fitted to the metering unit drive shaft in the pedestal housing. The two seals must be fitted with the lips away from each other; this prevents petrol leaking into the crankcase and also prevents oil entering the fuel metering unit in the opposite direction.



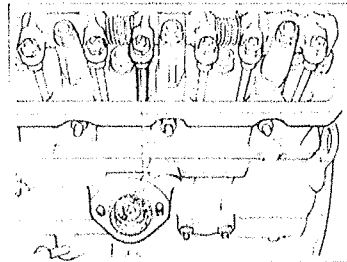
NOTE: The last seal to be fitted must not be pressed too far into the housing, see illustration, otherwise the drain hole in the pedestal will be blocked.

A nylon coupling is fitted between the drive shaft and the rotor of the metering unit. An 'O' ring forms a seal between the pedestal and metering unit body. Fit nylon coupling and 'O' ring, offer up the metering unit to the pedestal and secure with three bolts and washers. When fitted, the two banjo bolts on the metering unit will face the cylinder block.

2. TIMING THE PETROL INJECTION METERING UNIT

Set tappets to 0.010 in (0.25 mm). Turn the engine so that No. 6 cylinder valves are on the rock and the engine is at T.D.C., No. 1 cylinder firing.

The distributor and metering unit drive gear must be fitted in the block so that the large offset of the distributor drive shaft faces the rear and the slot is pointing towards No. 9 push rod



The gear must also mesh with the camshaft gear and the slot on the bottom end of the spindle engage with the oil pump drive

With the spindle in the correct position the drive gear and cylinder block aperture are nearly level

If the gear protrudes too far above the block, the spindle has not engaged with the oil pump drive.

Rotate engine two complete turns, keeping slight pressure on top of gear, this will allow the spindle to mesh with the oil pump drive and be in correct alignment with No. 9 push rod. Replace existing amount of shims between block and pedestal. With the pedestal and metering unit bolted together and all except No. 6 injector pipes connected, offer up the assembly to the distributor drive gear.

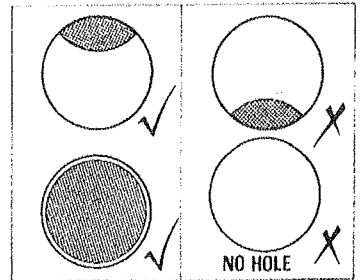
Ensure the pedestal is seated correctly in the block.

Remove the No. 6 delivery union and look down the hole in

(continued)

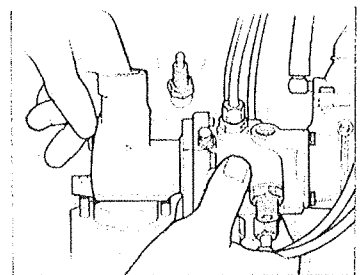
the metering unit to check position of the hole in the rotor. The hole should be visible as an eclipse at the top as shown in the illustration.

A full hole is acceptable. An eclipse showing at the BOTTOM is INCORRECT. No hole visible is INCORRECT. If the eclipse is not showing in the correct position, lift the pedestal and metering unit sufficiently to allow the drive gear to clear the camshaft gear.



NOTE: Ensure distributor gear spindle does not lift with pedestal, otherwise difficulty may be experienced engaging spindle with oil pump drive.

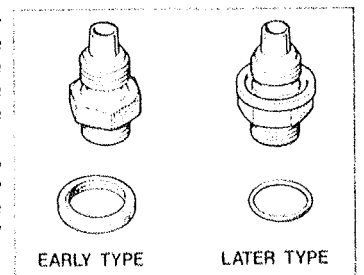
Place fingers in distributor hole of pedestal and turn gear anti-clockwise (to wards engine) one tooth. At this point no hole is visible through metering unit hole. Rotate gear anti-clockwise one extra tooth and lower pedestal and metering unit into position.



Re check position of eclipse. If the hole is still not showing in the correct position, gear may not have been turned sufficiently repeat operation. When the metering unit has been timed correctly, secure the pedestal to the block, replace the distributor plug leads, rocker cover and No. 6 delivery union and injector pipe to metering unit. Refit the petrol feed and spill back pipes to the metering unit.

CAUTION: Smear the end of the delivery union with oil before refitting to the metering unit. This will help to prevent the inner seal being damaged.

NOTE: On early cars the delivery unions were sealed by 'Dowty' type seals and whenever the unions are disturbed the seals should be changed. On later cars 'O' rings are used to seal the delivery unions. These may be re used if they are in good condition.



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PETROL INJECTION FAULT DIAGNOSIS

If reports are received of Petrol Injection malfunction it is most IMPORTANT that the customer's complaint is reproduced on the car to establish correct diagnosis.

Check Sheet.

Fill in this Check Sheet when completing the Primary Check Card.

CHECK Before starting checks, ensure:

1. There is an adequate supply of clean fuel in tank.

2. The battery is fully charged and in good condition.

WORKSHOP CHECK

1. Remove plugs, clean, test and reset gap to 0.025 in (0.63 mm).

2. Remove points, clean and reset gap to 0.014 to 0.016 in (0.35 to 0.40 mm). Dwell angle for 2.5 P.I. and TR6 32° to 38°.

3. Set tappets COLD to 0.010 in (0.25 mm).

4. Check compression pressures ENGINE HOT.

CYLINDER	1	2	3	4	5	6
PRESSURE						

OR test for cylinder leakage.

% LEAKAGE						

5. Check Ignition Timing (using Strobelight).

2.5 P.I. Static Timing
8° B.T.D.C.

Vacuum pipe OFF	
8°	
Vacuum pipe ON	
22° to 24°	

TR6 Static Timing
11° B.T.D.C.

No Vacuum pipe fitted	
11°	

6. Set inlet manifold butterflies as per PRIMARY CARD.

7. Set fast idle cable to 1,800 to 2,000 r.p.m.

8. Set slow running to 750 to 800 r.p.m. using valve on inlet manifold.

9. Fit vacuum gauge between metering unit, vacuum pipe and inlet manifold. Run engine at 800 r.p.m.

	INS. OF VACUUM	TEST READING
2.5 P.I.	10 to 12 in (33.8-40.63 kN/m ²)	
TR6	7 to 8 in (23.7-27.0 kN/m ²)	

ROAD TEST CHECK—If necessary

1. Connect pressure gauge to petrol feed pipe and ammeter to fuel pump.

	FUEL PRESSURE	CURRENT CONSUMPTION
WITH ENGINE IDLING	100 to 110 lb/in ² (7.05 to 7.7 kgf/cm ²)	3.5 to 5 amps
TEST READING		
UNDER HARD ACCELERATION	100 to 110 lb/in ² (7.05 to 7.7 kgf/cm ²)	3.5 to 5 amps
TEST READING		

Extra copies of the Check Sheets are available, in pads of 50, from the address given below:

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