

EXHAUST EMISSION CONTROL

Fuel Line Filter

At the recommended interval, or more frequently if sediment build-up is evident, slacken the locknut, swing the retaining clip to one side and remove the glass bowl, sealing washers and filter.

Wash the glass bowl in gasoline. Fit a new filter element with new sealing washers and re-assemble.

Distributor Contact Breaker Gap

Clean points and adjust contact breaker gap as detailed in the Service Manual. Adjust the gap to .014"-.016". Verify correct dwell angle—see Diagnosis Chart.

Ignition Timing

Check ignition timing as detailed in the 1,000 mile Free Service.

EVERY 24,000 MILES

Carburettors

Remove lead seal and fit Red Emission Pack Part No. 11791 to carburettors. See pages QY.s.12 to QY.s.13. Fit new lead seal after completion.

Valve Clearances

Check the valve clearances as detailed in the Service Manual. Clearances (cold)—inlet .004"; exhaust .006"

Valve Timing

Check valve timing as detailed in the Service Manual.

Contact Breaker Points

Renew contact breaker points as detailed in the Service Manual. Adjust points gap to .014"-.016". Check ignition timing as detailed in the 1,000 Miles Free Service. Verify correct dwell angle—see Diagnosis Chart.

Compression Pressures

Compression pressures must be checked with all spark plugs removed, carburettor throttles wide open and the engine at normal running temperature.

Disconnect the black/white low tension lead from the coil before operating the ignition/starter switch to check pressures. All cylinders should be even and approximately 150 p.s.i.

If one or more cylinders show low compression, a full investigation into engine condition must be made on an Electronic Engine Tester such as a Sun 1020. See diagnosis chart.

DISTRIBUTOR TEST DATA # 41207A

CENTRIFUGAL TIMING

ADVANCE

With a stroboscopic timing light, check the advance characteristics of the distributor at the following r.p.m.

R.P.M.	DEGREES
1200	13—17
1600	22—26
2900	29—33
4400	37—41

THE STROMBERG 175 CD2SE EMISSION

CARBURETTER

DESCRIPTION

The STROMBERG 175 CD2SE carburetter is a development of the constant depression carburetter which operates on the principle of varying the effective areas of choke and jet orifice in accordance with the degree of throttle opening, engine speed and engine load. A number of special features have been introduced to meet the needs of engine emission control.

Fuel passes into the float chamber via a needle valve where flow is controlled by the needle valve and twin floats mounted on a common arm. Fuel in the jet orifice is controlled at the same level as that in the float chamber by means of cross drillings in the jet

assembly.

Clearance around the piston in its vertical bore permits air to "leak" into the mixing chamber and thus lower the depression. A drilling is taken from the atmospherically vented region beneath the diaphragm to meet a further drilling that breaks into the mixing chamber downstream of the piston. An adjusting screw with a conical tip is inserted into the drilling and is adjusted by the manufacturer to bring each carburetter to a common "leak" datum and sealed with a plug which must not be disturbed in any circumstance.