

REFITTING FUEL DISTRIBUTORS

When refitting an exchange fuel distributor it will almost never just bolt on and start and run correctly. This is because the relationship between the fuel distributor centre piston and the air flap is never the same between 2 units.

Before bolting on a fuel distributor always:

- Check that the roller, on which the fuel distributor centre piston runs, turns freely.
- Make sure that the 3mm Allen key recess for mixture adjustment is clean for the Allen key to engage fully, and that it turns without too much effort
- Check the air flap height and that the air flap is not touching any part of it's venturi.

Replace the O-ring on the bottom of the fuel distributor as supplied.

Bolt the fuel distributor onto the air flap and refit all the pipes **except** for the lines to the injectors. Always use the new copper washers supplied.

Bridge the fuel pump relay (pins 30 & 87) and watch for fuel coming out of the injector line outlet ports of the fuel distributor.

The mixture screw (3mm Allen Key) is between the fuel distributor and the air flap

- If fuel is rising out of the injector line outlet ports, rotate the mixture screw, with a 3mm Allen key, anti-clockwise until the fuel just stops rising. Wipe the injector line outlet ports and watch to see that it has stopped flowing. Turn the mixture screw anti-clockwise a further 15°. This should give you a basic starting point for setting the correct mixture.
- If no fuel is rising out of the injector line outlet ports, rotate the mixture screw, with a 3mm Allen key, clockwise until the fuel just starts rising. When the fuel starts rising back the Allen key off, wipe the injector line outlet ports and watch to see that it has stopped flowing. Turn the mixture screw anti-clockwise a further 15°. This should give you a basic starting point for setting the correct mixture.

Fit the fuel injector lines, start the engine and when it is warm, adjust the mixture to the manufactures specifications.

Get the engine warm. Once it is warm and idling put the Allan key in the mixture screw. Make a note of where the key is pointing. Turn the key clockwise, richer, until the idle starts to get rough. Make a note of where the key is pointing. Turn the key anticlockwise, leaner, until the idle starts to get rough. Make a note of where the key is pointing. Now come to halfway between where the roughness was, then go leaner just slightly. That should be about right.

