any sediment which accummulates around the filter washed off.

A fuel needle is fitted in the carburetter body above the float, held in position by a forked brass lever, and any dirt on the needle seating may cause the carburetter to flood, but generally this can be washed out by permitting petrol to flush through it freely, when the tickler is operated.

If this does not cure the flooding, a light tap directly over the needle should produce a satisfactory seating. Take care, however, that the lever is not bent during this process.

The lever should always have some up and down free movement on the pin. A gauge, ST.316/5, is available for checking, and which is applied between the lever and base of carburetter body when a new pin is being fitted. The thickness of gauge is .068″, see Fig. 21.

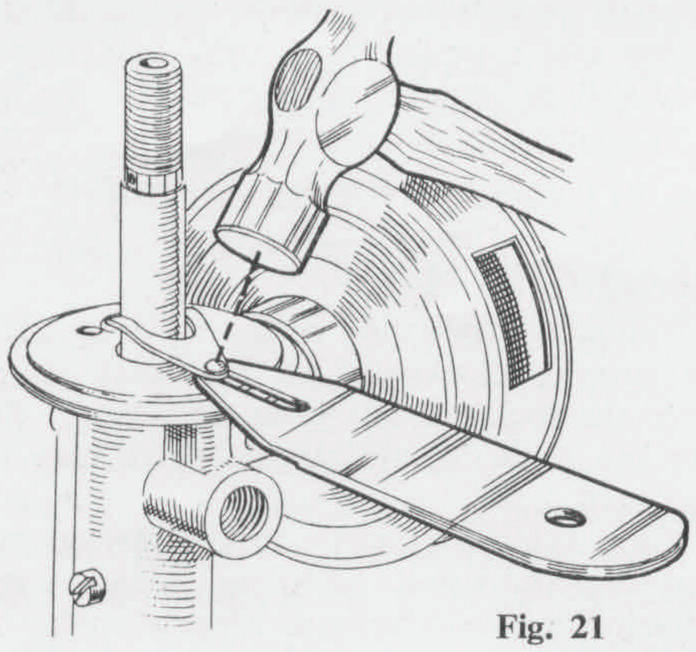

Fig. 21

Should the lever become bent accidentally, the correct petrol level is obtained when, with the float held up against the lever and the fuel needle on its seating, the distance between top of float and the base of the carburetter body is between $\frac{3}{16}$″ and $\frac{5}{16}$″. A gauge, ST.316/6, is available from the Service Department, see Fig. 22.

(36) AIR CLEANER

This must be cleaned every 100 hours running, or more frequently under very dusty working conditions. Directions for cleaning are given on the cleaner and differ according to the type fitted. The standard dry type normally fitted should be washed in petrol (gasolene) and then dipped in thin engine oil, the surplus oil being allowed to drain off before re-fitting. Oil bath type cleaners should be dismantled and the old oil drained

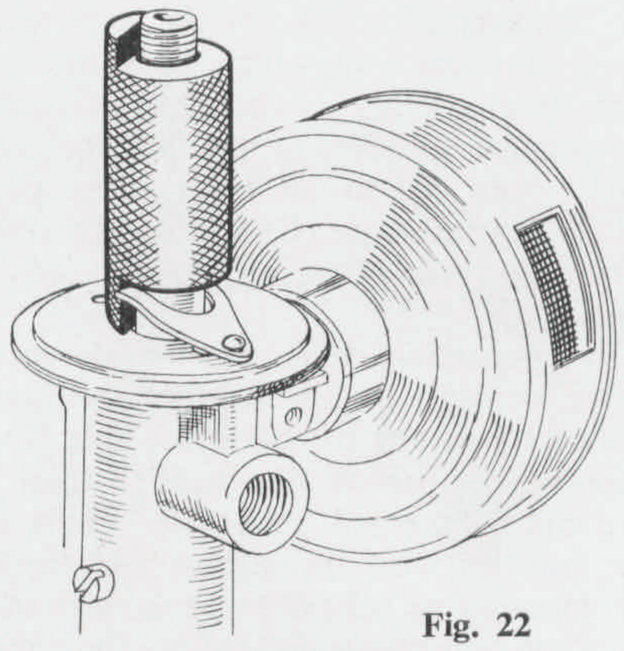

Fig. 22

away. The filter bowl should then be washed and re-filled with S.A.E. 30 engine oil to the level indicated.

(37) TO REMOVE TICKLER

This should not be necessary unless the vent hole in base of body is blocked, in which case remove the split cotter pin at end of tickler which will release the tickler and its spring.

One vent hole is at bottom of the hole where the spring fits, the other being in the side of the tickler cap.

(38) TO REMOVE CENTREPIECE

There is normally very little need for this to be removed as it is not subject to wear or damage. In the event of the jet becoming choked with sediment it is usually possible for this to be washed or blown clear after the adjustable needle has been completely removed. Before the centrepiece can be detached it will be necessary to unscrew the compensating tube (28) and also to remove the throttle spindle and choke. When unscrewing the compensating tube do not use an ordinary screwdriver. The tube must be a tight fit to withstand vibration and to prevent the slotted ends opening and possibly breaking off, use a special tool ST.298/2.

In the latest type "V" carburetter, the compensating tube is located in a groove cast on the air intake of the body and is accessible after removal of air cleaner. Before the tool referred to can be used it will be necessary to raise the centrepiece a little to enable the tool to be placed over end of the tube.

The throttle plate No. (23) is secured to the spindle by means of a small slotted screw No. (20) and sping washer. The choke can be drawn up the carburetter body after screw No. (27) is removed. The centrepiece is then