

Carburetor Flat Spots

A "Flat Spot" is an effect whereby the engine does not respond to accelerator movement, but cuts out or hesitates momentarily when the pedal is depressed.

The cause is usually a weak mixture, usually due to an accelerator pump fault, unless of course the engine is cold.

If a "Flat Spot" occurs on a fully warmed up engine, the best course of

acted in the side of the Carby throat. Use a torch to assist location of the jet. Any sign of vapour is a good indication the pump is working, but it should produce a solid stream to be effective. If the stream is weak, blow back through the jet with compressed air.

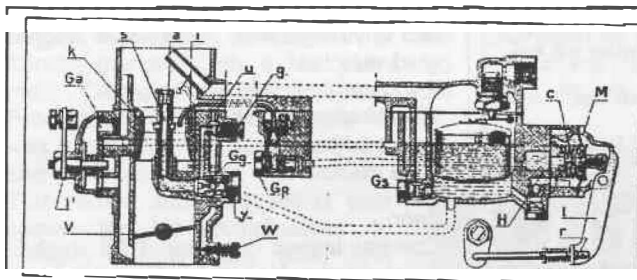
Total absence of fuel discharge may indicate a completely blocked jet or supply channel which should be traced and blown through. Don't try

to clear fuel channels with wire, a good alternative is a pressure pack can of carby clean or a good soak of the whole carby in this type of proprietary carby cleaner.

Some types of carby's have an accelerator pump diaphragm which should be checked for detrition and replaced if necessary, also check the

linkages are not bent or twisted, or in some cases missing altogether!. Other causes of "Flat Spots" are, low Float level, worn throttle shaft and general air leaks in the gaskets between the carby base and at the inlet manifold.

Next Talking Technical will deal with other carby faults or better still try to solve your particular tuning problem. Regards, Mel



KEY TO DIAGRAM
Main Carburetor Assembly

a	Air correction jet	Gs	Starter petrol jet	l	Pump lever	u	Idling air bleed
Ga	Starter air jet	g	Slow running jet	ll	Hi-starter lever	w	Volume control screw
Gg	Main jet	H	Pump housing	M	Pump membrane	y	Main jet carrier
Gp	Pump jet	i	Pump injector	r	Pump lever split pin	v	Throttle butterfly
		K	Choke tube	e	Emulsion tube		

action is check through the accelerator pump circuit, starting at the jet and working back. Firstly remove the Air Cleaner and with the engine turned off and the choke flap fully open [so you can see down the throat of the carby] operate the accelerator by hand at the linkage adjacent to the carby. As soon as the linkage is moved to open the throttle plate a stream of petrol should squirt from the accelerator pump jet. This jet is generally lo-

