

CIVILIAN - WILLYS JEEP WITH F.HEAD 134 ENGINE
TYPE. M. 34. PBIC.

WITH PROGRESSIVE STARTER AND ACCELERATING PUMP

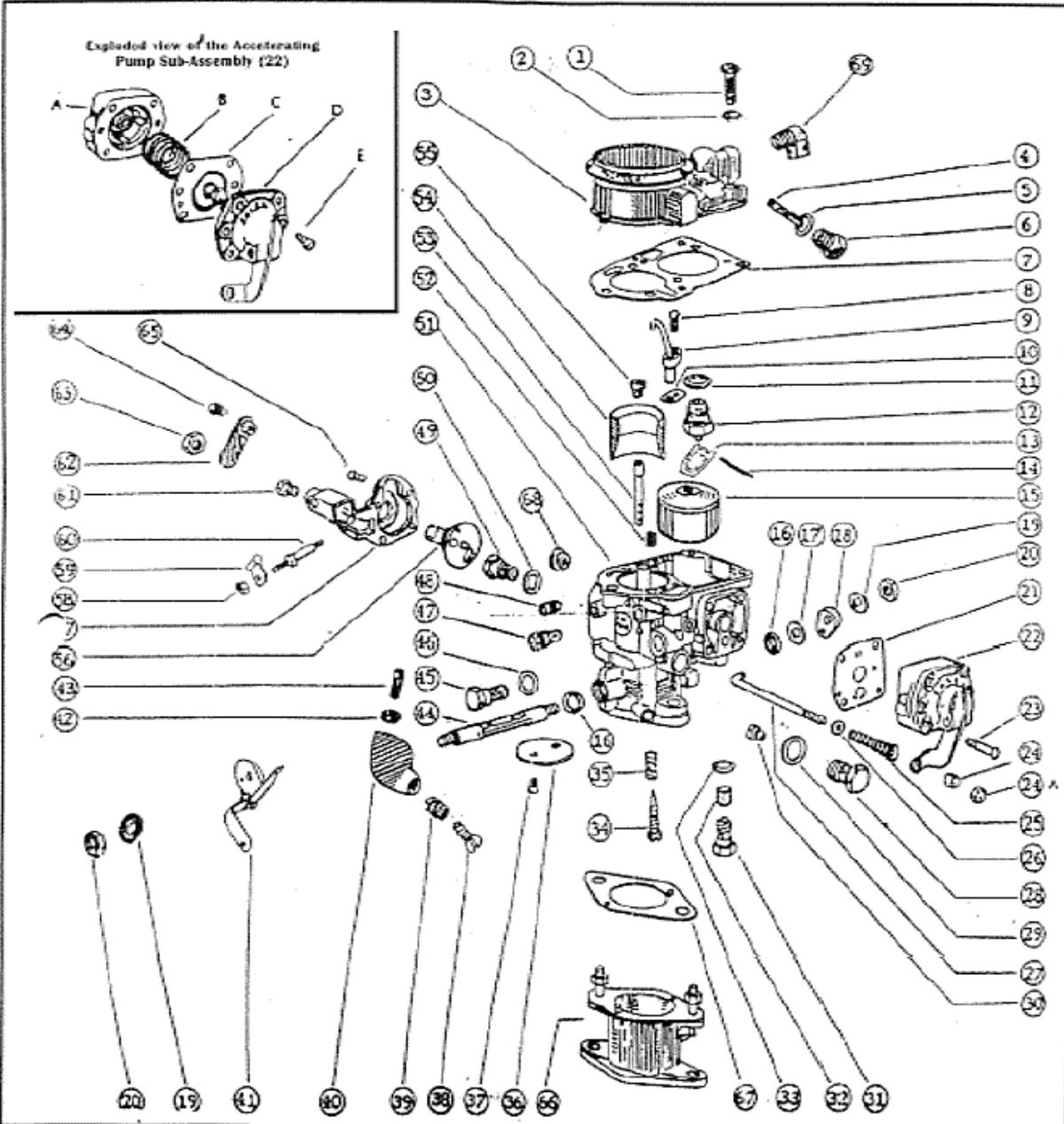
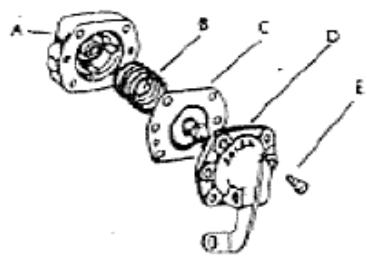
Specification No. MCS. 1013. (January 1970 onwards)

Specification No. Mcs. 1006 (L.H.D. July 1967 to December 1969)

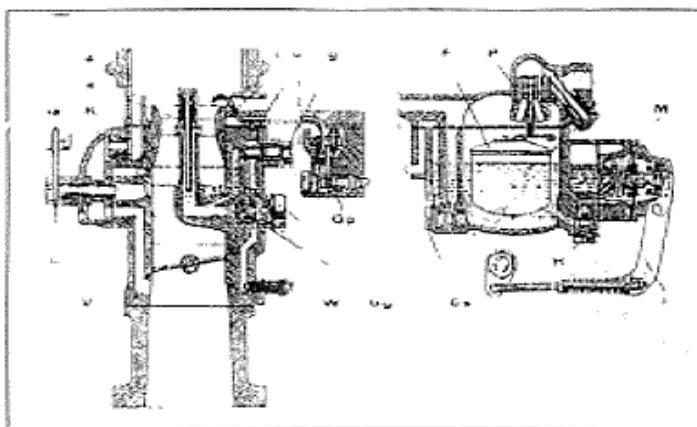
	Choke Tube	Regular		Economy		1006/1013	Regular		Economy	
		setting	setting	setting	MCS		setting	MCS.	setting	MCS.
		1006/1013	1018/1029	1006/1013	1018/1029		1006/1013	1018/1029	1006/1013	1018/1029
K	Main Jet	28	---	26	F	Float	12.5 grams.	---	12.5 grams	
Gg	Pilot Jet	140		127.5	a	Air Correction Jet	160	---	190	
g	Starter Petrol Jet	52.5		52.5	v	Pilot Air Bleed	150	---	150	
Gs	Pump Jet	125		125	Ga	Starter Air Jet	4	---	4	
Gp	Emulsion Tube	50		40	P	Needle Valve	1.5	---	1.5	
s		M.I.		M.I.	I	Pump Injector	High	---	High	

Recommended : In-Line fuel pressure regular, between the fuel pump and the carburetor set regulator to a low setting 1½ to 2 pounds.

Exploded view of the Accelerating Pump Sub-Assembly (22)



EXPLODED VIEW



TYPE M. 34. PBIC.

KEY TO THE DIAGRAM

a.	Air Correction Jet	i.	Pump Lever
F	Float	i.1	Starter lever
Ga.	Starter air Jet	M	Pump Membrane
Gg.	Main Jet	P	Needle valve
Gp	Pump Jet	s	Emulsion tube
Gs	Starter Petrol Jet	U	Pilot air bleed
g	Pilot Jet	v	Throttle Butterfly
H	Pump Valve	W	Volume Control
I	Pump Injector		screw
K	Choke tube	Y	Main Jet carrier

SPECIAL FEATURES

1. Progressive Starter: The operation of the starter is by rotation of the starter valve which is connected to the dashboard control by means of the lever and a flexible cable. The weakening of the starter mixture is spread over the whole movement of the starter. When the starter control is pulled out fully, the richest mixture is delivered. As the starter control is pushed home, the mixture is progressively weakened until, when the control is fully home, the starter is completely out of action. The starter is used until the engine has reached its normal running temperature.

2. Slow Running: For slow running feeding of the engine is ensured by the Pilot Jet (g) and the air bleed (u). The slow running adjustment screw allows the speed of the engine to be varied. The volume control screw (W) (which permits variation of the slow running jet's delivery of petrol) allows the richness of the mixture to be corrected with accuracy.

3. Normal Running: For normal running the fuel is provided by the main jet (Gg) and the air by choke tube (K). The correct balance is automatically ensured by air entering through and being calibrated by the correction jet (a). Underneath the correction jet is a tube (s) with lateral holes. The calibration of this part should not be touched.

4. Accessibility: It will be noticed that the various jets can be removed very easily. Access to the Float and the choke tube is also very easy.

5. Maintenance: The maintenance of the instrument is merely a question of cleaning it from time to time in order to avoid blocking of the jets and channels. For this, it is preferable to use compressed air. Never use wire for cleaning the jets.

Also check periodically for tightness of flange securing nuts, starter fixing screws, main, starter and pilot jets. Fit new washers, if any sign of moisture is evident. Make sure from time to time that there is no side-play in the throttle spindle.

Check for full traverse of Starter Lever and also make sure that the starter valve plate turns easily. Dash board control knob must be 1/8" away from the face when the lever is in "full-off" position.

GENERAL INSTRUCTIONS

1. Fitment: Clean the Induction manifold and the Carburettor flange. Remove all traces of jointing. Fit Carburettor using new flange gaskets and tighten the nuts equally.

Connect the petrol delivery tube to be the inlet of the carburettor and make certain that there is no leak. Connect throttle controls and test to ensure full throttle opening and return to idling.

Connect the starter control inner cables to the starter lever and let

the outer cable be anchored in the Starter Cover. Make sure that the Dash board knob is kept 1/8" away from the face when the lever is "full-off" position.

2. Starting The Engine When Cold:

- Pull off the Progressive starter control right out
- Switch on and operate the electric starter without depressing the accelerator.
- Once the engine is running, push the starter control knob half-way. The vehicle may then be driven away.
- When the vehicle is moving, the control knob should be progressively pushed in. With the control just a little "Out", a "fast idle" is provided preventing stalling in the first mile or so.
- Push the dash board control right home as soon as possible to avoid unnecessary use of petrol.

3. Starting When Warm: If the engine is still warm start on the half-way position.

4. Hot restarting: On no account use the dash board control. If an immediate start is not obtained by normal methods, press the accelerator pedal slightly during the next attempt.

5. Slow running adjustment: Unless the vehicle manufacturer specified otherwise, proceed in the following manner

- Wait for the engine to warm up.
- Screw in slightly the slow running adjustment screw so as to let the engine run at 500 R.P.M.
- Unscrew the volume control screw (W) until the engine begins to hunt. Then screw it in progressively until the hunting disappears and the engine idles smoothly.
- If the engine speed has risen, then reset the slow running adjustment screw to bring the engine back to about 500 R.P.M.
- This may cause a slight resumption of hunting. If so, gently screw in the volume control screw (W) until idling is perfect. **UNDER NO CIRCUMSTANCES, THE VOLUME CONTROL SCREW (W) BE SCREWED FULLY HOME.**

N.B.: Before adjusting the idling it is essential to check up the condition of the Spark Plugs and adjust the plug gaps carefully.

6. Petrol Level: The design of the float mechanism ensures complete stability of the predetermined petrol level, thus eliminating all need for routine checking. However, in the event of damage occurring to the float toggle or float, this would of course seriously affect fuel level and call for replacement action.

Recommended: In-line fuel pressure regulator between Fuel pump and the carburetors set regulator to low setting 1-3/4 to 2 Pounds.

GASKET KIT ECONOKIT SERVICE KIT & PUMP DIAPHRAGM PACK FOR THE ABOVE CARBURETTOR ARE AVAILABLE

SPECIFICATION NO.	GASKET KIT NO. GKM	ECONOKIT NO. EKM	SERVICE KIT SK	PUMP DIAPHRAGM PACK DP
Mcs. 1006	4	5	5	D.P. 1
Mcs. 1013	4	5	5	D.P. 1
Mcs. 1018	4	28	18	D.P. 1
Mcs. 1029	4	28	18	D.P. 1

PARTS LIST				service points
Sl. Ref No.	Description	Part No.	No. off	
1.	Floot chamber cover assembly Screw	2501/2	3	While doing Carburetor Service, the following points should be strictly checked
2.	Spring Washer	52875	3	
3.	Floot chamber cover sub-Assembly	M400044	1	
4.	Floot gauze	53446/1	1	
5.	Washer for filter plug	53348	1	
6.	Filter plug	53446/2	1	
7.	Floot Chamber cover gasket	52787	1	
8.	Pump injector assembly fixing screw	3947/4	1	
9.	Pump Injector assembly	52951	1	
10.	Pump Injector assembly gasket	52715	1	
11.	Washer	2261	1	
12.	Needle valve	52844/1.5	1	
13.	Floot toggle	52180	1	
14.	Floot toggle Spindle	522041/1	1	
15.	Floot 12.5 gms	51638/2	1	
16.	Sealing washer	53364	2	
17.	Throttle spindle washer	4031	1	
18.	Intermediate lever	52956	1	
19.	End nut retaining washer	53250	2	
20.	Throttle spindle end nut	4024	2	
21.	Pump body gasket	52119	1	
22.	Accelerating pump assembly	52939	1	
23.	Pump body fixing screw	51421/9	2	
24.	Pump control rod adjusting nut	M400112	1	
24A.	Locking nut	53117/1	1	
25.	Pump Control rod spring	53010	1	
26.	C.R. spring retaining washer	52760	1	
27.	Pump Control rod	55167	1	
28.	Main jet holder	50820	1	
29.	Washer	50815	1	
30.	Main jet	50552/1/340	1	
31.	Pump inlet valve	52071	1	
32.	Pump filter gauze	52847	1	
33.	Washer	52825	1	
34.	Volume Control screw	51620	1	
35.	Spring for volume control screw	4384	1	
36.	Throttle	54249	1	
37.	Throttle locking screw	M400059	2	
38.	Slow running adjustmentscrew	4023	1	
39.	Spring for slow running adjustment screw	4384	1	
40.	Abutment plate	M400094	1	
41.	Throttle lever assembly	M400122	1	
42.	Throttle stop screw nut	3950	1	
43.	Throttle stop screw	50537	1	
44.	Throttle spindle	53016/2	1	
45.	Pump jet	52200/50	1	
46.	Washer	52825	1	
47.	Pilot jet	50797/52.5	1	
48.	Choke Mae fixing screw	50362	1	
49.	Starter petrol jet	52823/125	1	
50.	Washer	52825	1	
51.	Main body sub-assembly	M400028	1	
52.	Nit air bleed	51274/1/120	1	
53.	Emulsion Tube	56649	1	
54.	Choke Tube	52846/28	1	
55.	Air correction jet	51612/160	1	
56.	Starter valve assembly	53203/2/A	1	
57.	Starter cover	52778/1	1	
58.	Nut for outer cable bracket	2950	1	
59.	Clip for outer cable bracket	M400050	1	
60.	Steel for outer cable bracket	M400004	1	
61.	Starter cable clamp screw	51760	1	
62.	Starter lever complete	12536	1	
63.	Starter spindle end nut	4024	1	
64.	Starter cable swivel screw	12054	1	
65.	Starter cover fixing screw	3947/4	1	
66.	Flange adaptor sub-assembly	M400048	1	
67.	Flange gasket	54383/2	1	
68.	Starter air jet	50908/4	1	
69.	Elbow	10062	1	
Exploded view of the Accelerating pump sub-assembly (24)				
A.	Pump body	52B63	1	
B.	Pump spring	52B80	1	
C.	Pump Diaphragm assembly complete	55596	1	
D.	Pump cover assembly	55962/a	1	
E.	Pump cover fixing screw	3947/4	2	