



DOWNDRAUGHT CARBURETTOR

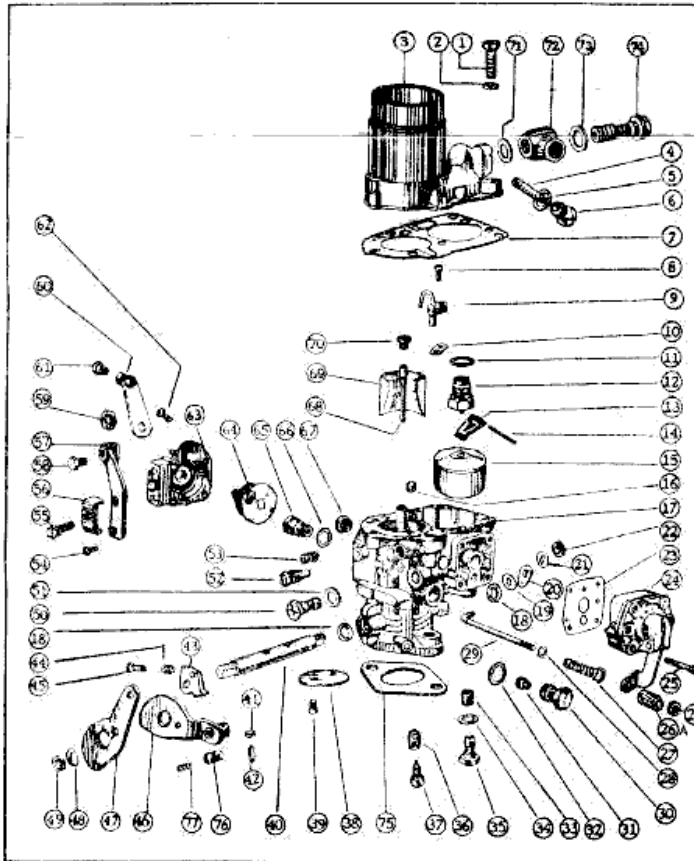
SOLEX

J E E P
FORD and WILLYS
Engines

M

TYPE M. 32 PBIC CARBURETTOR SETTING

Specification No.	Regular	Economy
	MCS	MCS
	1026	1020
K Choke Tube	26	24
Gg Main Jet	127.5	115
a Air Correction Jet	190	195
g Pilot Jet	45	45
u Pilot Air Bleed	130	130
GS Starter Petrol Jet	135	135
Ga Starter Air Jet	5	5
GP Pump Jet	70	60
Pump Economy Jet:	110	110
Pump Assembly	73	73
I Pump Injector	LOW	LOW
S Emulsion Tube	No.10	No.10
F Float	12.5 grams	12.5 grams
P Needle Valve	1.5	1.5



PARTS LIST

Item Ref. No.	Description	Part No.	No. Off.
1	Float Chamber Cover	2501/2	2
2	Assembly Screw		
3	Spring Washer	52875	3
4	Float Chamber Cover Assembly		
5	Filter Gauze	53444/1	1
6	Washer for Filter Plug	53348	1
7	Filter Plug	53445/2	1
8	Float Chamber Cover Gasket	52787	1
9	Screw	3947/4	1
10	Pump Injector Assembly	52951	1
11	Pump Injector Assembly Gasket	52735	1
12	Washer	2261	1
13	Needle Valve	52844/1.5	1
14	Float Toggle	52180	1
15	Float Toggle Spindle	52204	1
16	Float 12.5 gms	51638/2	1
17	Pilot Air Bleed	51274/1/130	1
18	Main Body Sub-Assembly		
19	Sealing Washer	53364	2
20	Throttle Spindle Washer	4031/1	1
21	End Nut Retaining Washer	52956	1
22	Throttle Spindle End Nut	53256	1
23	Pump Body Gasket	4021	1
24	Accelerating Pump Assembly	52116	1
25	Pump Body Fixing Screw	52939/73	1
26	Nut	51421/9	4
26 A	Adjusting Nut	53117/1	1
27	Pump Control Rod Spring	M400112	1
28	Retaining Washer	53010	1
29	Pump Control Rod	52760	1
30	Main Jet Holder	55167	1
31	Main Jet	50920	1
32	Washer	50552/1/Size	1
33	Pump Filter Gauze	50813	1
34	Washer	52847	1
35	Pump Economy Jet	52825	1
36	Spring for Volume Control Screw	52824/110	1
37	Volume Control Screw	4384	1
38	Throttle	51623	1
39	Throttle Fixing Screw	52184	1
40	Throttle Spindle	M400059	2
41	Throttle Stop Screw Nut	53016/5	1
42	Throttle Stop Screw	3950	1
43	Abutment Plate	50537	1
44	Spring for slow running adjustment screw	M 400094	1
45	Slow Running Adjustment Screw	4384	1
46	Hand Control Throttle Lever	4023	1
47	Throttle Lever	M400176	1
48	End Nut Retaining Washer	4263/2	1
49	Throttle Spindle End Nut	53250	1
50	Pump Jet	4024	1
51	Washer	52200/Size	1
52	Pilot Jet	52825	1
53	Choke Tube Fixing Screw	50797/45	1
54	Fixing Screw	50392	1
55	Bracket Fixing Screw	3947/4	1
56	Outer Cable Bracket	M400172	1
57	Bowden Cable Bracket	50981	1
58	Cable Clamp Screw	51782/2	1
59	Start Spindle End Nut	51760	1
60	Starter Lever Complete	4024	1
61	Swivel Locking Screw	M 400090	1
62	Starter Cover Fixing Screw	12056	1
63	Starter Cover	51421/3	4
64	Starter Valve Assembly		1
65	Starter Petrol Jet	52823/135	1
66	Washer	52825	1
67	Starter Air Jet	50908/5	1
68	Emulsion Tube	52884/10	1
69	Choke Tube	52846/Size	1
70	Air Correction	51612	1
71	Washer	2261	1
72	Banjo	4121/2	1
73	Washer	4124	1
74	Banjo Bolt	4122	1
75	Flange gasket	54393/2	1
76	Lever Roller	52786	1
77	Locking Screw	50496	1

If economy and performance are to be maintained, the carburettor will need servicing from time to time. For this purpose, genuine SOLEX gasket sets and replacement units are available from your usual SOLEX Supplier.

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 a 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 fascia 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.

2. STARTING THE ENGINE WHEN COLD :

- (a) Pull the Progressive starter control right out.
- (b) Switch on and operate the electric starter without depressing the accelerator.
- (c) Once the engine is running, push the starter control knob half-way. The vehicle may then be driven away.
- (d) 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.
- (e) 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 specifies otherwise, proceed in the following manner :

- (a) Wait for the engine to warm up.
- (b) Screw in slightly the slow running adjustment screw so as to let the engine run at 500 R.P.M.
- (c) 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.
- (d) If the engine speed has risen, then reset the slow running adjustment screw to bring the engine back to about 500 R.P.M.
- (e) 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.

For your requirements of Spare Parts,
Refer to our Current Price List.

ECONOKIT & SERVICE KIT FOR THE ABOVE CARBURETTOR ARE AVAILABLE

Econokit No.EKM 24

Service Kit No.13

PENTAFOUR PRODUCTS LIMITED
(AUTO DIVISION)

D3, D4, Industrial Complex, Maraimalai Nagar - 603 209