

DISCONNECT THE BATTERY EARTH TERMINAL**AIR FILTER REMOVAL – 1.1/1.3 Litre models only**

- Remove the air filter top cover and filter element, to locate and remove the two (10mm) air filter securing nuts.
- Detach the securing spring connected between the air filter and the inlet manifold, retain the spring as it will be required in the new installation.
- Disconnect from the carburettor the small vacuum pipe leading to the air filter.
- Lift the air filter assembly so as to locate and remove the engine breather pipe from the underside of the air filter, then remove the complete air filter assembly.

N.B. Ensure the two air filter mounting post flanged spacers are not misplaced as they are required in the new installation.

AIR FILTER REMOVAL – 1.5/1.6 Litre models only

- Disconnect the hot and cold air intake hoses from the air filter assembly.
- Disconnect from the brake servo line, the small vacuum pipe leading to the side of the air filter plenum.
- Loosen the single retaining nut located on the support bracket above the engine cam cover.
- Disconnect the engine breather pipe from the connection to the engine cam cover.
- Loosen the clamping ring located beneath the air filter plenum, then lift clear the complete air filter assembly.

DISTRIBUTOR VACUUM ADVANCE DISCONNECTION

Remove from the carburettor the small vacuum pipe leading to the distributor.

ELECTRICAL DISCONNECTION

- Disconnect the electrical feed to the carburettor idle solenoid from the in-line connector.
- Automatic choke electrical disconnection – Certain models only and model variations.** Disconnect the feed wire from either the carburettor, the in-line connector, or the water temperature switch. Insulate the wire safely out of the way, as it is no longer required.
- Disconnect the carburettor earth lead wire from the terminal on the engine (not to be refitted).

FUEL LINE DISCONNECTION

- Disconnect the fuel supply line from the carburettor.
- Disconnect the fuel return line from the carburettor, where fitted.

CARBURETTOR CHOKE WATER BY-PASS – 1.5/1.6 Litre models only

- Allow the engine to cool, then carefully release any remaining pressure from the cooling system, by momentarily releasing the radiator expansion bottle cap.
- Cut both the parallel water supply and return hoses at the same position approximately 5cm from the connections to the carburettor automatic choke housing.
- Connect the two cut hoses together using the 'U' connector (1) and clips (2) provided.
- A small amount of coolant may be lost, but if the operation is carried out as described, it should not be necessary to drain the cooling system. Replace any lost coolant.

ACCELERATOR CABLE DISCONNECTION

- Disconnect the accelerator inner cable from the carburettor throttle cam by removing the two securing clips.
- Remove the complete cable from the outer cable rubber anchor grommet.

CHOKE DISCONNECTION – For vehicles fitted with manual choke

- Disconnect the inner and outer choke cable from the carburettor.

CARBURETTOR REMOVAL

- Remove the four (1.1/1.3 litre model) or two (1.5/1.6 litre model) carburettor securing nuts located on the underside of the inlet manifold, then remove the carburettor complete with the mounting block and tray assembly.
- Clean any remaining gasket material from the inlet manifold face.

CARBURETTOR/ADAPTOR FITTING – 1.1/1.3 Litre models only

- Place the original carburettor tray onto the inlet manifold with the two new gaskets (3) provided, either side of the tray.
- Place the new carburettor adaptor plate (4) supplied, onto the inlet manifold with the small vacuum tube towards the engine compartment bulkhead. Position the accelerator cable bracket (5) supplied, as shown on the illustration, and secure the complete assembly with the four new bolts (6), nyloc nuts (7), and plain washers (8) provided.
- Fit the new carburettor mounting studs (9) supplied, into the new adaptor, by locking together the two new nuts (10) supplied.
- Place the new carburettor insulator block (11) provided, onto the studs in the new adaptor (4).
- Fit the new WEBER carburettor with the fuel float chamber facing towards the front of the vehicle indicated by the arrow 'X' on the illustration. Secure the carburettor in position using the two new nuts (10), plain washers (12) and lock washers (13) provided.

CARBURETTOR/ADAPTOR FITTING – 1.5/1.6 Litre models only

- Fit the accelerator cable anchor bracket (5) supplied to the base adaptor (14) as shown in the illustration, using the screws (15), washers (8) and nyloc nuts (7) provided.
- Place the base adaptor gasket (16), base adaptor assembly (14), insulator block gasket (11) and new WEBER carburettor onto the inlet manifold as shown in the illustration, arrow 'X' indicating the front of the vehicle. Secure the above assembly in position with the two long bolts (17) fitted from beneath the manifold, and the M8 nuts (10), plain washers (12) and lock washers (13) provided.

ACCELERATOR CABLE CONNECTION

- Connect the new throttle return spring (18) supplied, between the carburettor throttle lever 'A' and the anchor point 'B' on the accelerator bracket (5).
- Route the accelerator cable along the engine compartment bulkhead and pass the cable through the cable anchor point 'C' on the accelerator bracket (5).
- Connect the accelerator inner cable to the carburettor throttle lever 'A', using the new adjustable ferrule (19) supplied.

N.B. On certain vehicles it may be necessary to remove the original inner cable end ferrule. Where this is necessary fit the new ferrule sleeve (20) provided, to the inner cable before securing the ferrule (19).

- With the accelerator pedal in the full throttle position, adjust the inner or outer cable to attain full throttle without stressing the linkage. Check that the throttle returns correctly to the idle position.

IMPORTANT: Check the throttle operation before starting or road testing the vehicle.

FUEL LINE CONNECTION

- Connect the original carburettor fuel supply and return lines to the new 'Y' piece connector (21) supplied, and secure using the two new (small) hose clips (22) provided. Ensure the return line is connected to the 'Y' piece leg containing the brass restrictor. Both lines may be shortened as necessary to improve alignment.

N.B. For models which already employ a 'Y' piece type connector this is to be replaced by the new connector (21).

- Connect the new fuel line (23) supplied, between the remaining (large) leg of the 'Y' piece connector (21), and the fuel inlet pipe 'D' on the carburettor. Secure the fuel line connections with the two (large) hose clips (24) provided.

IMPORTANT: When fitting the fuel line care must be taken to avoid tight bends, sharp edges, and heat sources, for this purpose the fuel line may be secured using the tie wraps (25).

- Replace the original fuel filter fitted in the fuel supply line to the fuel pump, with the new filter (26) provided, using the remaining (small) hose clips (22).

ELECTRICAL CONNECTION

Reconnect the electrical feed wire from the in-line connector to the idle solenoid 'E' on the carburettor, using the new connection wire (27) provided.

DISTRIBUTOR VACUUM CONNECTION

Reconnect the distributor vacuum advance pipe to the vacuum tube 'F' on the carburettor.

CHOKE CABLE FITTING – For vehicles previously fitted with automatic choke

The new choke (28) supplied, utilises a threaded front bezel to assist installation, where it is preferred to mount the choke cable into the facia or centre console.

- Completely remove the inner choke cable and bezel from the outer cable.
- Insert the choke cable mounting sleeve into the mounting position from the rear of the facia, and adjust the rear fixing nut so that approximately 4mm of thread protrudes through the facia. Refit the bezel and secure the assembly with a 6mm allen key.
- Alternatively the choke cable (28) may be mounted in a convenient position below the facia using the mounting bracket (29) and screws (30) provided.
- Route the choke cable carefully behind the facia and through the bulkhead, utilising existing grommets where possible and avoiding tight bends.

CHOKE CABLE CONNECTION – For all vehicles

- Align the choke cable to the anchor bracket 'G' on the carburettor avoiding tight bends where possible, and cut the outer cable only, to the correct length allowing for engine movement.
- Refit the inner cable where previously removed.
- Secure the outer choke cable to the anchor point 'G' and the inner cable to the actuating lever 'H' on the carburettor, then cut any excess inner cable.
- Check the choke for smooth operation and complete return.

AIR FILTER FITTING – 1.1/1.3 Litre models only

- Remove the engine emission pipe from the underside of the air filter using a sharp bladed knife and enlarge the hole to approximately 18mm to allow the fitting of the new 19mm elbow connector (31) supplied.