

# 3

## Have you completed the Primary Card checks?

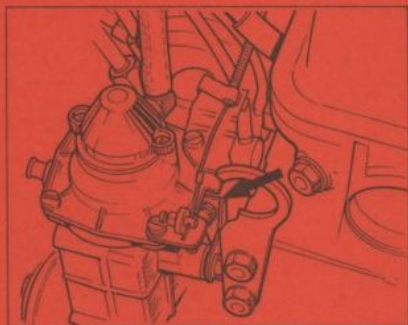
If not, refer to card No. 1 before attempting further Fault Diagnosis.

### EXCESSIVE FUEL CONSUMPTION

1. Check for fuel leakage from all connections and metering unit mounting pedestal seals.
2. Check excess fuel lever is returning to the OFF position.

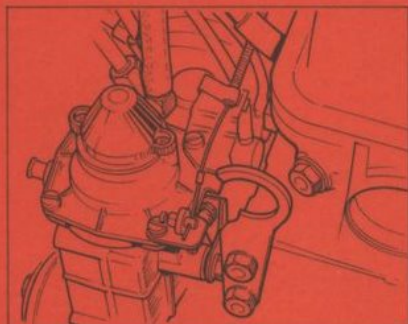


Check excess fuel lever clearance between lever adjusting screw. (Fully returned) 0.004 to 0.008 in (0.1 to 0.2 mm).



Check for excess Bowden cable fouling on bulkhead—cut off as necessary.

3. Check tightness of screws securing the calibration cover to the metering unit. If loose, air may be drawn in thereby reducing the depression in the metering control unit.



4. Check line pressure as follows:

Fit pressure test adaptor (Churchill No. S 351) between petrol feed pipe and metering unit as shown.

Using pressure gauge 0 to 120 lbf/in<sup>2</sup> (0 to 8.4 kgf/cm<sup>2</sup>), Churchill Tool No. CBW 1B, check line pressure which should read 100 to 110 lbf/in<sup>2</sup> (7.05 to 7.7 kgf/cm<sup>2</sup>) with the car static.



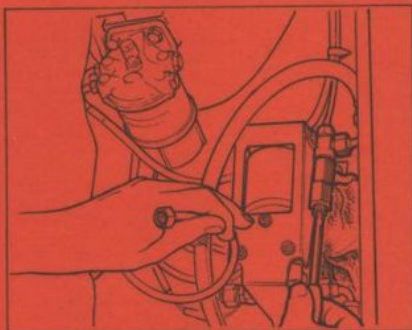
Check the line pressure reading during road test. The pressure in the petrol injection system should remain constant under any normal conditions.

If a high pressure reading is obtained adjust the pressure relief valve as follows:  
Switch off ignition.

(continued)

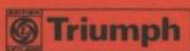
**CAUTION:** Before disconnecting any fuel pipes or connections the immediate area of the connections should be covered with cotton waste to prevent petrol contaminating the interior of the boot. If this is not done complaints may be received of petrol fumes in the passenger compartment of the car.

Do not try to clamp nitrile spill-back pipe otherwise damage will occur. Pipe should be plugged. Disconnect spill-back pipe at valve end. Using a Pozidriv type of screwdriver, turn the nylon screw **ANTI-CLOCKWISE TO DECREASE** the pressure.



**NOTE:** It is most important that the nylon adjusting screw is not turned more than **ONE** complete turn in either direction. If the line pressure does not react when the nylon screw has been adjusted to the maximum, the relief valve is faulty and should be changed. All new relief valves are factory set to the correct pressure, do not disturb the adjustment screw.

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