



TO: ALL DEALERS

BULLETIN - T-12-29

SUBJECT: SERVICE AND PARTS

DATE: June 11, 1962

SPECIFIC: TO S.E.E. ENGINEER - REPAIR MODELS

The following instructions are given for the removal of the main jet and the working of the float valve on the above type carburetor.

If the acceleration pump jet (57) is removed as suggested in paragraph "C", extreme care must be taken to ensure that the non-return ball (55) situated under the nozzle is not ejected. This may occur if compressed air is used for cleaning the float chamber or if the butterfly or pump levers are operated. The ball can then drop into the carburetor intake and be drawn into the combustion chamber.

- (a) remove top cover (5) (5 screws).
- (b) remove float lever (59) and float (7).
- (c) at this point the acceleration pump jet (57) will loosen and unless proper care is taken, could be knocked into the throat of the carburetor. Therefore, it is advisable to remove it, being careful not to lose the Neoprene sealing washer (56) on the underside of the nozzle.
- (d) remove plug (51) at lower front side on the float chamber and insert screwdriver to remove main jet (53), which is on the inside face of the float chamber.

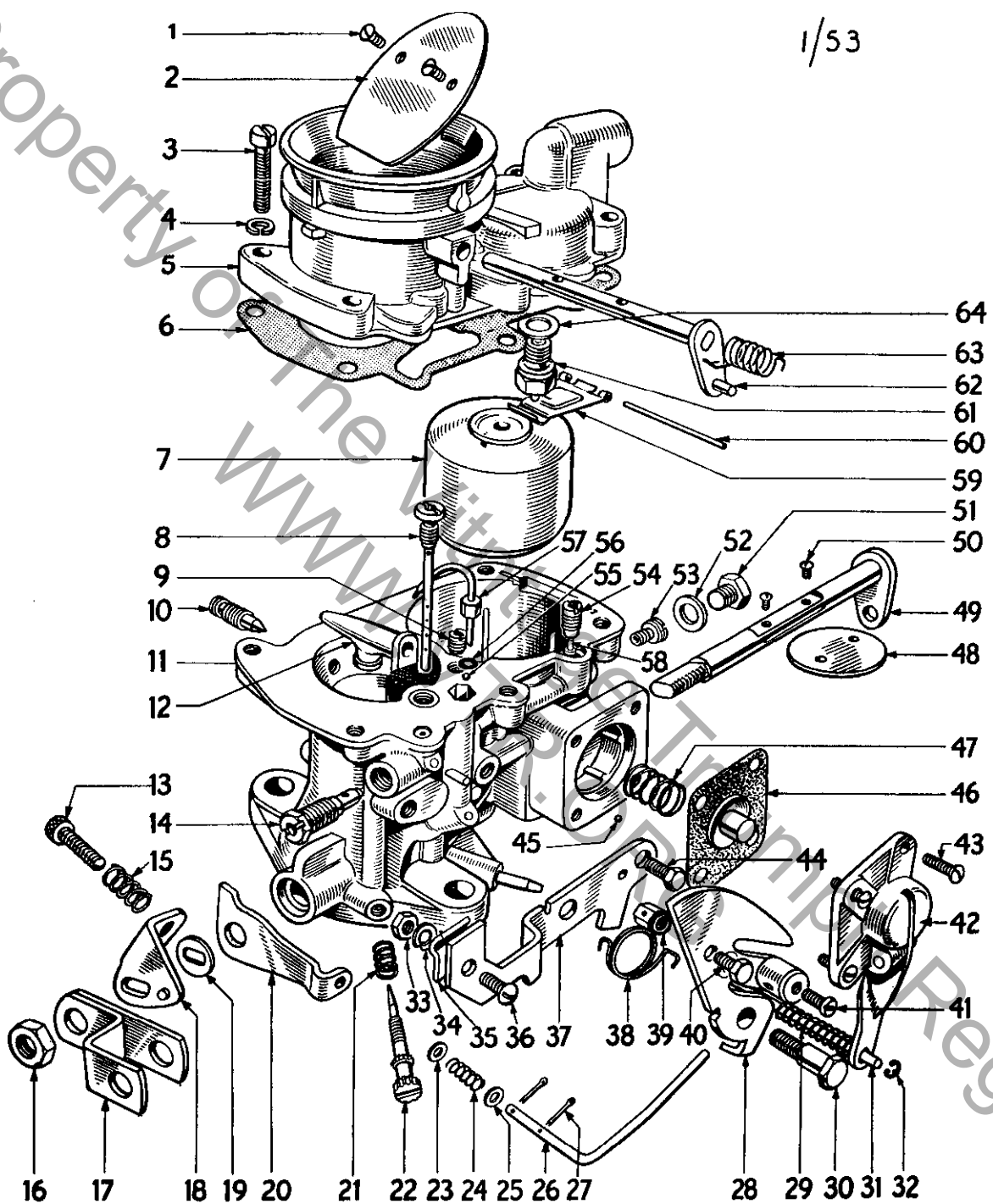
NOTE: When replacing the top cover (5), the choke (2) must be held in the open position, by the neutral spring action, it will close and then be on the wrong side of the choke operating arm (28).

Setting of Throttle Butterfly Opening for Choke Operation:

The main method of setting this is with the choke fully operated, when it should be possible to insert a .045 rod between the throttle butterfly (68) and the throttle Venturi. Alternatively this could be carried out by running the engine with the choke fully open, and then gradually closing it. This should then give an engine speed of 1,000 to 1,200 r.p.m.

W. T. Yeager
W. T. Yeager
Zone Service Manager

1/53



Exploded view of Solex B.30 P.S.E.I. Carburettor

B.087.