

2

Have you completed the Primary Card checks?

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

ENGINE WILL NOT START

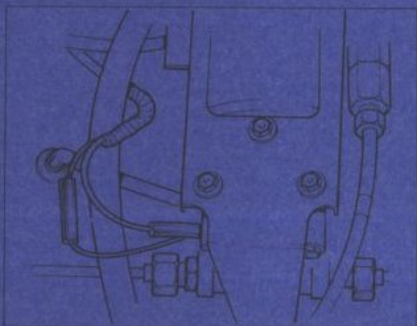
1. Switch on ignition and check for audible operation of pump.



Check inertia cut-out switch.
Push switch down to complete pump circuit.



Check for blocked fuel filter.
Check pump connections.



Pump inoperative:

Check pump end-float.

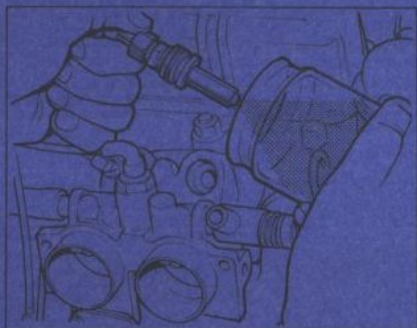
Remove pump and dismantle motor from pump

—check brushes.

—check for gear seizure.

2. Remove No. 1 injector from inlet manifold. Apply full choke and crank engine to check for petrol spray from injector.

CAUTION: Place end of injector in glass jar to prevent fuel being sprayed over the engine.



No spray from injector:

To ensure injector is not faulty, cross-check by removing No. 6 injector and check spray.

(continued)

Fit pressure test adaptor (Churchill No. S 351) between petrol feed pipe and metering unit as shown. Using pressure gauge 0 to 120 lbf/in² (0 to 8.4 kgf/cm²), Churchill No. CBW 1B, check pressure which should read 100 to 110 lbf/in² (7.05 to 7.7 kgf/cm²).



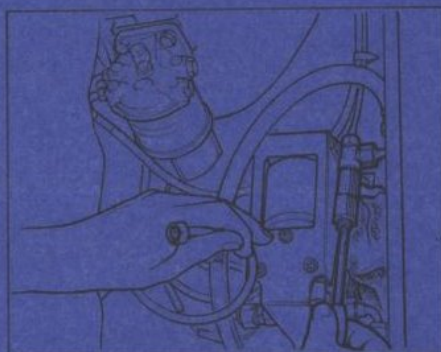
If a low pressure reading is obtained, adjust the pressure relief valve as follows:

Switch off ignition.

CAUTION: Before dismantling 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 smells in passenger compartment of the car.

Do not try to clamp nitrile spill-back pipe otherwise damage will occur. The pipe should be plugged.

Disconnect spill-back pipe at valve end. Using a Pozidriv type of screwdriver, turn nylon screw **CLOCKWISE** to **INCREASE** or **ANTI-CLOCKWISE** to **DECREASE** the pressure.



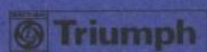
NOTE: It is most important that the nylon adjusting screw is not rotated more than **one** complete turn in either direction. If the line pressure does not react when the nylon screw has been adjusted to the maximum, the relief valve is faulty and should be changed. All new relief valves are factory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



to pressure:

Check operation of relief valve by substitution; fault is in relief valve or adjacent pipes.

Issued by:



SALES AND SERVICE TRAINING CENTRE
COVENTRY ENGLAND