

d) Ball valve in mixing tube holder

An additional ball valve (polyamide ball) has been incorporated in the mixing tube holder of Stage 1. This ball valve (43) is designed to prevent the engine from stalling even when the brakes are applied suddenly (see Fig. 07—0/16). When the vehicle is in motion, the polyamide ball is raised from its seat by the fuel emerging. If the accelerator is released, the throttle of Stage 1 closes and the polyamide ball falls back onto its seat because there is no longer any depression at the mixing tube holder. The polyamide ball now prevents air from penetrating into the idle system when the brakes are suddenly applied. This therefore prevents the engine from stalling, as it otherwise would because the fuel flows back into the float chamber at the front by virtue of the inertia.

F. Float Chamber Ventilation

The float chamber is ventilated internally. Ventilation takes place via a ventilation tube via Stage 2 and via a graded closing plug with a bore of 1.5 mm \varnothing in the carburetor cover via Stage 1. Since there are approximately 400 vehicles in use not fitted with this closing plug, some unevenness may be experienced on these vehicles in unfavourable cases when accelerating under **full load** (i. e. with the accelerator depressed to the toe-board) in 4th speed at a road speed of from approximately 60 km/h or at evenly maintained speeds (e. g. on freeways) between 80 and 90 km/h. In such cases the closing plug must be installed subsequently (see Job No. 07 — 3, Sect. 42 — 44).

In order to ascertain whether the graded closing plug has been fitted or not, it is only necessary to remove the cover of the air intake silencer and the filter element.

C. Accelerating Pump

The accelerating pump used is a so-called "neutral" pump, i. e., the engine can draw in fuel via the injection tube according to the degree of depression prevailing in the intake manifold. The accelerating pump (Fig. 07 — 0/17) is a mechanically-operated diaphragm pump which is connected to the throttle of Stage 1 by means of an adjustable lever-linkage. When the accelerator is depressed, the diaphragm pump sprays extra fuel into the mixing chamber of Stage 1. By virtue of this additional injection, a smooth speed build-up and good acceleration is achieved. When the accelerator is depressed, the pump arm (49) is moved by means of the connecting rod (51). The pump arm in turn presses on the diaphragm (48) and in consequence, the fuel which is in front of the diaphragm is injected via the plate valve (47), the pump jet (45), the ball valve (44) and the injection tube (43) into the mixing chamber of Stage 1. The aperture of the injection tube takes the form of a precision bore of 0.5 mm \varnothing .

During the injection, the ball valve (50), operating as a check valve, is closed. When the accelerator pedal is released, the diaphragm spring (46) presses the diaphragm back. The ball valve (44) now closes (operating as a check valve) and fresh fuel is drawn up from the float chamber via the ball valve (50).

Extra fuel can be drawn in without operating the accelerating pump in proportion to the degree of depression obtaining in the inlet manifold above the air horn, it flows via the drilled plate valve (47).