

Model	Sierra 2,3	Granada 2,3	Granada 2,8
Model date	1982-86	1981-85	1981-85
Engine version	2,3 V6/84 kW	2,3 V6/85 kW	2,8 V6/99 kW
Engine number/code	YYT	YYP(AC-YYU:82 kW)	PYA (AC-PYU:97 kW)
Transmission type	M.T & A.T*	MT & AT	MT & AT
Carb. fitment date	7.82-86	7.81-85	7.81-85
Carburettor type	Solex 35 EEIT	35 EEIT	35 EEIT
Identification No.	82TF - 9510 - AHA/AJA*		

ADJUSTMENTS, Carburettor Installed

2.2 Idle Speed and CO Level

Specification: 800 ± 20 rpm
1,5 ± 0,25 % CO

- Check idle speed.
Run engine at fast idle for about half a minute and then allow to idle.
- If outside specification, adjust with idle speed screw (B, Fig. 1).
- Check CO level.
- If outside specification, stop engine and remove tamperproof plugs from idle mixture screws (A, Fig. 1).
- Screw both mixture screws fully in and then unscrew evenly 5 turns each.
- Start engine and run at fast idle for about half a minute and then allow to idle.
- Adjust both idle mixture screws (A, Fig. 1) and idle speed screw (B, Fig. 1) to achieve correct CO level at specified idle speed.

Special Note:

- Idle mixture screws must be adjusted together and by equal amounts.
- After adjustment fit new tamperproof plugs to mixture screw housings (A, Fig. 1).

2.3 Fast Idle Speed

Specification: 3000 ± 100 rpm

- Remove air cleaner without disconnecting vacuum supply pipe and position clear of carburettor.
- Partially open throttle, close choke

- plates, then release throttle. The fast idle stop screw (B) should be resting on highest step of fast idle cam. Fully open choke plates (A, Fig. 2).
- Start engine without touching throttle pedal.
- Check fast idle speed.
- If necessary, correct speed with fast idle speed screw (B, Fig. 2).

Special Note:

- To gain access to adjusting screw, engine should be stopped and throttle fully opened. A half turn of screw will alter speed by approximately 400 rpm.
- Recheck fast idle speed after adjustment as detailed in b) to d).
 - Refit air cleaner.

3. THROTTLE DAMPER

Engine stopped, throttle in idle position.

- Remove air cleaner.
- Slacken locknut (D, Fig. 3).
- Turn damper downwards until there is a clearance of 0,05 mm between damper plunger (A) and throttle lever (B).
- Make reference mark on damper casing and screw damper downwards, towards throttle lever by exactly 3 turns.
- Retighten locknut (D).
- After adjustment, check operation of throttle damper. If faulty, fit a new damper unit.
- Refit air cleaner, then check idle speed and CO level.
- Check that idle screw contacts stops.

1. TAMPERPROOFING

Tamperproof seals are fitted to most of the carburettor adjustment screws to prevent indiscriminate tampering with the settings. If adjustment of any of these screws is necessary the seal must be removed using pliers or a screwdriver. A new seal must be fitted once the adjustment has been carried out.

2. IDLE ADJUSTMENTS

2.1 Preparatory Conditions

- All other engine functions (valve clearances, ignition system) correctly adjusted. See 'Introduction'.
- Induction system without leaks.
- Engine at normal operating temperature.
- Air cleaner in position.
- Choke valves fully open.
- All electrical components switched off.
- Test instruments (rev-counter and exhaust gas analyser) connected in accordance with manufacturer's instructions.

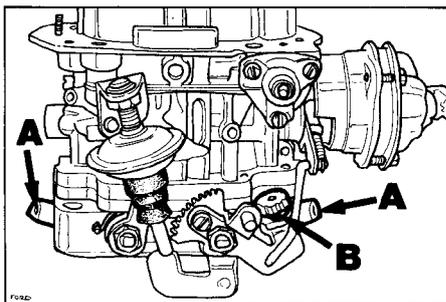


Fig. 1 Idle adjusting screws

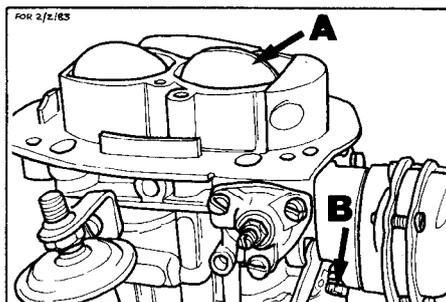


Fig. 2 Fast idle adjustment

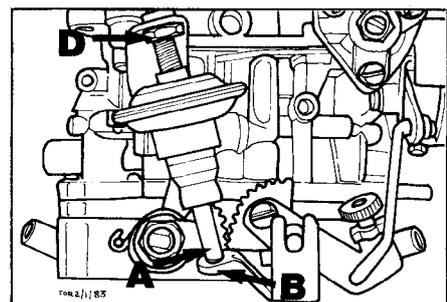


Fig. 3 Throttle damper adjustment

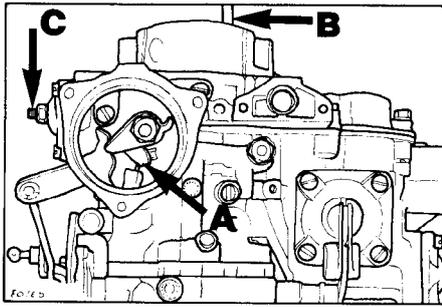


Fig. 4 Choke plate pulldown

4. AUTOMATIC CHOKE

Specification: see 'Technical Data'

The following preparations are necessary before making adjustments:

Air cleaner removed, without disconnecting vacuum supply pipe and positioned clear of carburettor. Electrical feed wire to auto. choke removed, choke housing and bi-metal coil removed and internal heat shield detached.

4.1 Choke Plate Pull Down

Engine at normal operating temperature.

- a) Partially open throttle, hold choke plates fully closed and release throttle. The stepped cam (A) should be at the highest stage as shown in Fig. 4.
- b) Release choke plates and start engine without touching throttle pedal.
- c) Close choke plates until a resistance is felt and hold plates in this position.
- d) Check clearance between lower edge of choke plate and air intake wall using drill (B) of suitable diameter.
- e) If necessary, adjust clearance with adjusting screw (C, Fig. 4).

4.2 Choke Phasing

Engine at normal operating temperature.

- a) Set choke plates in pull down position as described above.
- b) With engine running, hold choke plates in this position and partially open throttle to allow fast idle cam

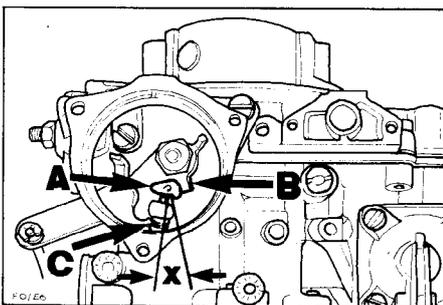


Fig. 5 Choke phasing adjustment

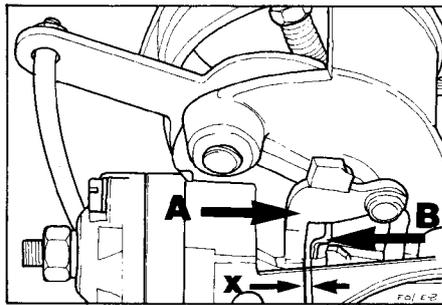


Fig. 6 Modulator spring adjustment

- to fall into its natural position.
- c) Release throttle and stop engine.
- d) With choke plates held in pull down position fast idle screw (C, Fig. 5) should have a small operating clearance 'X' from high cam, stop. If necessary adjust by bending tab (B) on lever.
- e) After adjustment, restart engine and recheck clearance 'X'.

4.3 Modulator Spring Gap

This adjustment should only be necessary if pulldown and choke phasing do not achieve correct choke operation.

- a) Disconnect battery.
- b) Disconnect choke link and detach carburettor upper body.
- c) Check clearance 'X' between modulator spring (B) and choke lever (A) using a drill of suitable diameter (Fig. 6).
- d) If necessary, adjust clearance by bending spring.
- e) Refit carburettor upper body and reconnect choke link.
- f) Reconnect battery.

4.4 Choke Housing Positioning

Following the previous adjustment:

- a) Refit internal heating shield and locate bi-metal spring on choke lever, position housing and loosely fit retaining screws.
- b) Line up marks on cover and choke housing and tighten screws (Fig. 7). Reconnect choke wiring.
- c) Check fast idle speed and adjust if necessary as detailed in section 2.3.

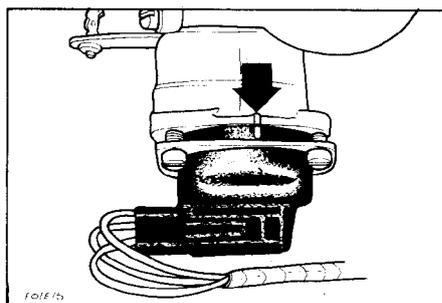


Fig. 7 Choke housing positioning

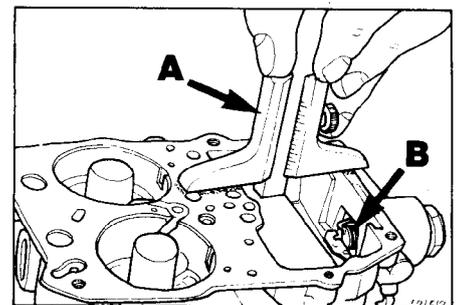


Fig. 8 Checking float level

5. FLOAT LEVEL

Specification: 11,0 ± 0,5 mm

- a) Disconnect battery and remove air filter.
- b) Disconnect electric choke multi-plug connector.
- c) Disconnect choke connecting link and detach carburettor upper body.
- d) Fill float chamber with fuel. The float tab should touch the needle valve.
- e) Using a depth gauge, measure distance from gasket face to top of float (A, Fig. 8).
- f) If necessary, adjust by bending tab (B) on float arm.
- g) Refit carburettor upper body. Reconnect choke link.
- h) Reconnect choke multi-plug connector.
- i) Refit air cleaner and reconnect battery.

6. ACCELERATOR PUMP JET

Specification: 'X' = 2,0 - 5,0 mm

- a) Remove carburettor upper body as described in 'Float Level'.
- b) Fill float chamber with petrol.
- c) Operate accelerator pump and observe the direction of fuel jets relative to throttle plates. The fuel jets must hit the throttle plates as shown in Fig. 9. If dimension 'X' is outside specified limits, adjust by bending fuel nozzle to obtain correct setting. Refit carburettor upper body.

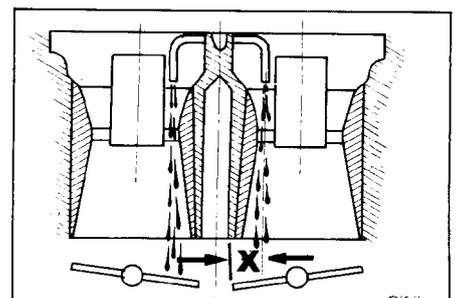


Fig. 9 Accelerator pump jets