

TECHNICAL INFORMATION

ENGINE OVERHEATING

AUSTIN 3-litre

To prevent engine overheating at low speeds the vacuum advance pipe should be connected to the inlet manifold; this will provide additional ignition advance at engine speeds of 600 - 640 rpm upwards.

The pipe should be modified as follows:

- 1 Disconnect vacuum advance pipe from rear carburettor.
- 2 Carefully remove advance pipe connector from carburettor body - without causing damage - and plug hole with suitable self-tapping screw liberally smeared with sealing compound.
- 3 Mark inlet manifold centrally on top of balance pipe (as illustrated) and drill through vertically using a $7/64$ in. (2.8 mm) drill. Counter-bore to a depth of $\frac{1}{4}$ in. (6 mm) with a $\frac{3}{8}$ in. (3.175 mm) drill. Insert advance pipe adaptor.
- 4 Re-route vacuum pipe along inlet manifold and connect to adaptor.
- 5 Check operation of distributor against data given on Workshop manual page 'Tuning data 9'.
- 6 Set ignition timing with a stroboscope to 16° before TDC at 600 rpm. The static timing figure of 4° before TDC should be used only for starting the engine after the distributor has been disturbed.

NB. It is important that fuel of not less than 99 octane be used.

