

Service Information Sheet No. 76

ACCELERATION AND PICK-UP

As from Car No. TC.3856, carburettors are fitted with hydraulic dampers, Part No. A1326/3, which are incorporated with brass suction pistons, Part No. A1311/3. E.S. needles are retained as standard.

The hydraulic suction piston damper is a device located in the hollow piston rod and attached to the oil cap nut. It consists of a plunger with a one-way valve, and its function is to give a slightly enriched mixture by preventing the piston from rising unduly quickly on acceleration. Its effect is therefore helpful in cases where hesitation in acceleration from the lower speeds is encountered.

The only attention necessary is to keep the dampers supplied with N.O.L. "Twenty" Oil. Replenishment once a month should be sufficient.

It should be noted that the hydraulic damper fitted to the TC Midget differs from that fitted to the 1½ litre. The ball valve of the former has a travel .040 in. greater than that of the latter, and this can be seen by the position of the ball retaining pin in the piston. In order to distinguish the TC damper from other dampers in stock, the TC damper is copper-plated, while the others are left with their brass finish.

A section drawing of the carburettor showing the damper is given below.

HYDRAULIC PISTON DAMPER CARBURETTORS PREVENTS THE SUCTION PISTON RISING TOO RAPIDLY DURING SNAP ACCELERATION. THE HOLLOW PISTON ROD SHOULD BE FILLED TO WITHIN HALF AN INCH OF TOP OF ROD WITH N.O.L. "TWENTY" ENGINE OIL - AFTER THE TOP BRASS CAP HAS BEEN UNSCREWED.

