SOLEX CARBURETTOR
Type 26 FHDL

This carburettor is made especially for marine engines exposed to salt water, when zinc-base alloys are liable to corrosion.

Description. By releasing the dismounting bolts (C.22), the float chamber (C.28) will drop into the hand, and the pilot (C.19) and main jets (C.4) can be removed for cleaning. The pilot jet is alongside the float chamber, the main jet being in the main jet carrier (C.2) under the main jet cap (C.3).

The needle valve (C.21), which controls the admission of petrol to the float chamber, is closed by the float (C.29) when the fuel has reached the correct level.

Idling or Slow Running Speed is 700 to 800 R.P.M.

When the engine is idling the petrol-air mixture is supplied by the pilot jet (C.19) and the air bleed (C.18).

This mixture, as well as the slow-running adjustment screw (C.17) (which controls the idling speed) and the volume-control screw (C.7) (which adjusts the mixture), are carefully set on every carburettor at the works and tested to ensure optimum performance.

Only make any adjustment after prolonged experience has shown it to be desirable. When the screw (C.7) is screwed outward the mixture is enriched.

In case, by accident or due to mishandling, the settings have gone completely out of adjustment the note below describes how to bring the carburettor into " tune."

Starting. Put the starting cam " on." The strangler, used only when starting a cold engine, submits the jets to considerable suction, and a rich mixture ensures an easy start. Use it for as short a time as possible. *Do not use the strangler when the engine is hot.*

Running. When speed is increased by opening the throttle, petrol is drawn through the calibrated orifice at the base of the main jet : as it passes upwards, air is drawn in through the holes in the side of the jet and the atomised mixture enters the stream of air passing through the choke tube to the engine.

The Tickler. Should never be used at all except in quite exceptional circumstances, e.g., in intense cold or, if the fuel system has been dismantled, to make sure that the fuel is feeding through. There is a small hole in the side of the float chamber ; stop using the tickler immediately an overflow shows.

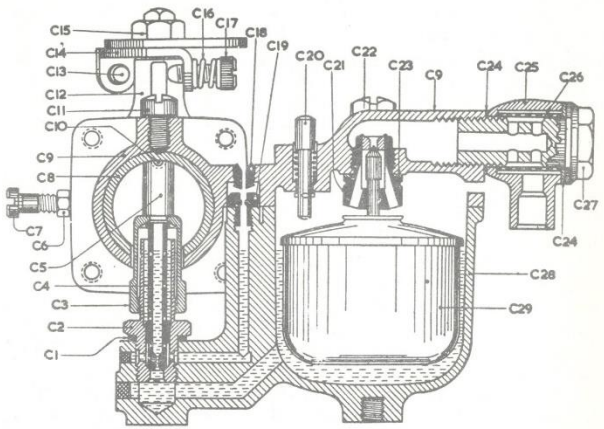
Setting the tickover. Gently screw in the volume-control screw as far as it will go. Then undo it one complete turn. Slacken the slow-running adjustment screw until it is clear, then screw in until it just begins to move the abutment plate and open the butterfly. Put the starting cam " on " and start in the normal way. When the engine has warmed up turn starting cam " off " and make the final adjustments. If the engine runs too slowly open the butterfly a fraction more. If too fast, the volume-control screw may need very slightly adjusting ; not more than a quarter of a turn at a time. If it is too far in the engine will not run slowly ; if too far out the spark plugs will oil up.

The stop screw (C.13) prevents the movement of the butterfly beyond " full open," i.e., parallel with the choke tube.

STUART TURNER LTD., HENLEY-ON-THAMES, ENGLAND

Part No. 934 *Ref. G/5m/3/57*

SOLEX 26. FHDL. CARBURETTOR
on STUART TURNER ENGINES



PART No.	DESCRIPTION
C.1	Main jet carrier washer
C.2	Main jet carrier
C.3	Main jet cap
C.4	**Main jet**
C.5	Throttle spindle
C.6	Volume control screw lock nut
C.7	Volume control screw
C.8	Choke tube
C.9	Float chamber cover
C.10	Throttle butterfly fixing screws (2)
C.11	Choke tube fixing screw
C.12	Throttle body
C.13	Stop screw
C.14	Abutment plate
C.15	Throttle spindle end nut
C.16	Slow-running adjustment screw spring
C.17	Slow-running adjustment screw
C.18	Pilot air bleed
C.19	**Pilot jet**
C.20	Tickler assembly
C.21	**Needle valve**
C.22	Dismounting bolts (2)
C.23	Needle valve washer
C.24	Banjo union washers (2)
C.25	Banjo union
C.26	Banjo union **filter gauze**
C.27	Banjo union bolt
C.28	Float chamber
C.29	**Float**
C.30	*Throttle butterfly
C.31	*Stop screw lock nut
C.32	*Throttle body fixing screws (4)
C.33	*Throttle body fixing screws washers (4)
C.34	*Throttle body gasket
C.35	*Flange washer

** Not illustrated in the diagram.*