

MORRIS 8 1934 to 1938 FUEL MIXTURE, NEEDLE AND JET PROBLEMS

I have often had queries on these items and there have recently been related queries on the Morris Register 8MVS and Forum.

It has been assumed here that the needle fitted is the correct one for your application, if you are unsure about this obtain a new needle and jet.

Both needle and jet could be excessively worn or damaged in old age which would lead to over-rich mixture.

If you are unable to adjust the jet nut to obtain the correct mixture and slow running setting, can I suggest the following:-

- Ensure that the needle is not bent and is correctly fitted with the shoulder aligned with the lower face of the piston casting, using a straight edge. (If needle is too far up into piston, the setting will be too rich).
- Check float level and adjust as required.
- Check that the main jet nut (not the adjusting nut) is tightened hard up against the body so that the cork seal is completely compressed. (If it is not tight up, in effect the abutment will be too low and therefore the datum setting will be too rich).
- It is normally recommended that the mixture is set with the choke disconnected.
- However in any case check that the choke cable is as described in my article 'Starter Choke and Slow Running Controls'.
- Particularly, ensure that when the choke knob is in, the choke lever presses the jet fully upwards against the abutment (adjustment nut). (If this is not the case, the jet will be too low and therefore the datum setting will be too rich). If the lever doesn't push the jet fully upwards, ensure that the choke cable and levers are working correctly, and that the jet itself is fully free in the carburetter.

If none of this helps, then it may be advisable to overhaul the carburetter and to fit a new needle and jet.

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